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MEETING OF THE

COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

Please Note Time

**Thursday, November 7, 2013
10:00 a.m. – 10:30 a.m.**

**SCAG Main Office
818 W. 7th Street, 12th Floor
Policy Committee Room B
Los Angeles, CA 90017
(213) 236-1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email harris-neal@scag.ca.gov

Agendas & Minutes for the Community, Economic, and Human Development Committee are also available at:
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Community, Economic, and Human Development Committee
Members - November 2013

Members

Representing

Chair*	1. Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
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	10. Hon. Debbie Franklin	<i>Banning</i>	WRCOG
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	21. Hon. Charles Martin		Morongo Band of Mission Indians
*	22. Hon. Larry McCallon	<i>Highland</i>	District 7
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	30. Hon. Edward Paget	<i>Needles</i>	SANBAG
	31. Hon. John Palinkas	<i>Pechanga Band of Luiseño Indians</i>	Tribal Government Representative
	32. Hon. R. Rex Parris	<i>Lancaster</i>	North Los Angeles County
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	36. Hon. Ray Torres		Torres Martinez Band of Cahuilla Indians
	37. Hon. Michael Wilson	<i>Indio</i>	CVAG
	38. Hon. Frank Zerunyan	<i>Rolling Hills Estates</i>	SBCCOG

*Regional Council Member

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA NOVEMBER 7, 2013

The Community, Economic and Human Development (CEHD) Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Margaret E. Finlay, Chair)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

RHNA AND HOUSING ELEMENT REFORM SUBCOMMITTEE UPDATE

(Hon. Bill Jahn, Chair, RHNA and Housing Element Reform Subcommittee)

ACTION ITEMS

- | | <u>Time</u> | <u>Page No.</u> |
|---|----------------------------|------------------------|
| 1. <u>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Plan Update: Subregional Sustainable Communities Strategy Framework and Guidelines</u>
<i>(Huasha Liu, Director, Land Use and Environmental Planning)</i> | Attachment 10 mins. | 1 |

Recommended Action: Recommend that RC adopt the Draft Subregional Sustainable Communities Strategy Framework and Guidelines.

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|---|----------------------------|-----------|
| 2. <u>Proposed RHNA and Housing Element Reform Subcommittee Charter</u>
<i>(Huasha Liu, Director, Land Use and Environmental Planning)</i> | Attachment 10 mins. | 21 |
|---|----------------------------|-----------|

Recommended Action: Recommend approval of the RHNA and Housing Element Reform Subcommittee Charter by the Regional Council.

INFORMATION ITEM

- | | | |
|---|---------------------------|-----------|
| 3. <u>SB 743: Facilitating Transit-Oriented Development in Southern California</u>
<i>(Ping Chang, SCAG Staff)</i> | Attachment 5 mins. | 24 |
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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA NOVEMBER 7, 2013

CONSENT CALENDAR

Time Page No.

Approval Item

- | | | |
|--|------------|----|
| 4. <u>Minutes of the October 3, 2013 Meeting</u> | Attachment | 34 |
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Receive and File

- | | | |
|---|------------|----|
| 5. <u>2014 Regional Council and Policy Committees Meeting Schedule</u> | Attachment | 39 |
| 6. <u>2016 RTP/SCS Local Input Update</u> | Attachment | 40 |
| 7. <u>Notice of Funding Availability (NOFA) For Housing-Related Parks Program from the California Department of Housing and Community Development (HCD)</u> | Attachment | 46 |
| 8. <u>Update on Housing Element Compliance Status from SCAG Jurisdictions</u> | Attachment | 51 |
| 9. <u>Funding Availability – Urban Waters Small Grants</u> | Attachment | 52 |
| 10. <u>SCAG’s Compliance with SB 751 (Yee): Meetings: Publication of Action Taken</u> | Attachment | 55 |
| 11. <u>AB 32 Scoping Plan First Update - Discussion Draft for Public Review and Comment</u> | Attachment | 60 |
| 12. <u>Panel Discussion Regarding Climate Change</u> | Attachment | 72 |

CHAIR’S REPORT

(Hon. Margaret E. Finlay, Chair)

STAFF REPORT

(Frank Wen, SCAG Staff)

FUTURE AGENDA ITEM(S)

ADJOURNMENT

The Community, Economic and Human Development (CEHD) Committee meeting for December is cancelled.

The Fourth Annual Economic Summit is scheduled for Thursday, December 5, 2013, 9:00 a.m., at the Omni Los Angeles Hotel at California Plaza, 251 S Olive Street, Los Angeles, CA 90012. All Committee Members are invited to attend.

The next meeting of the CEHD Committee is scheduled for Thursday, January 2, 2014, at the SCAG Los Angeles Office.

DATE: November 7, 2013

TO: Community, Economic and Human Development Committee (CEHD)

FROM: Huasha Liu, Director of Land Use and Environmental Planning, liu@scag.ca.gov; 213.236.1838

SUBJECT: 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Plan Update: Subregional Sustainable Communities Strategy Framework and Guidelines

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Recommend that the Regional Council adopt the Draft Subregional Sustainable Communities Strategy Framework and Guidelines.

EXECUTIVE SUMMARY:

In accordance with state law, all subregions in the Southern California Association of Governments (SCAG) region have the option to work with the County Transportation Commissions (CTCs) and submit their own subregional Sustainable Communities Strategy (SCS). As part of the development of the adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS), the policies and terms for accepting and incorporating subregional SCS documents into the regional plan were laid out in "Framework and Guidelines," required in statute and adopted by the Regional Council in 2009. The approved guidelines can be accessed at: http://rtpscs.scag.ca.gov/Documents/scs/SB375_FrameworkGuidelines040110.pdf.

For the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) plan update, staff has updated the Framework and Guidelines regarding subregional delegation. The draft Framework and Guidelines (attached) are based upon the clarifying "Principles for Subregional Delegation" ("Principles") document that was reviewed and recommended for RC approval by CEHD on September 12, 2013, and approved by the Regional Council on October 3, 2013.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

BACKGROUND:

State law codifying SB 375 directs SCAG Regional Council to adopt a SCS by specified deadlines to meet State adopted greenhouse gas emission reduction targets by 2020 and 2035. SB 375 also provides the option for a SCAG sub-region to prepare and submit to SCAG a subregional SCS for the 2016 RTP/SCS plan update (Note: there are 15 subregions within the SCAG region. In the last SCS plan

REPORT

development, two of the 15 subregions choose to take delegation). The statute further directs SCAG to prepare a Framework and Guidelines document to delineate parameters for preparation of subregional SCSs and their integration into the regional approved SCS.

The Framework and Guidelines for the 2016 RTP/SCS Plan Update are based on the approved Framework and Guidelines for the 2012 RTP/SCS Plan. The document as presented here provides updates and revisions based on the Principles reviewed by CEHD on September 12, 2013 and approved by the Regional Council on October 3, 2013, along with other comments received, notably through the Technical Working Group meeting held September 16, 2013. Staff recommends that CEHD recommend RC approval of the attached revised Framework and Guidelines.

The steps and schedule for amending the Framework and Guidelines are as follows:

1. Discussion of these Principles in preliminary draft form with Technical Working Group (August 15, 2013)
2. CEHD recommended approval of Principles (September 12, 2013)
3. Open session for Technical Working Group members to review the recommended final Principles and draft updated Framework and Guidelines (week of September 16, 2013)
4. Review and Comment by CEO Sustainability Working Group (September 24, 2013)
5. Regional Council approval of Principles, and Draft Framework and Guidelines presented to CEHD for information (October 3, 2013)
6. Draft Framework and Guidelines presented to CEHD for action (November 7, 2013)
7. Draft Framework and Guidelines presented to Regional Council for action (January 2, 2014)
8. Deadline for subregions to communicate intent to prepare a subregional SCS (February 28, 2014)

FISCAL IMPACT:

Funding is included in SCAG's FY 2013-14 Overall Work Program (OWP) Budget. Staff's work for the current fiscal year is included in FY 2013-14 OWP 065.SCG02663.02.

ATTACHMENT:

Draft Subregional Sustainable Communities Strategy Framework and Guidelines

Southern California Association of Governments (SCAG)
*Revised for use in developing 2016-2040 Regional Transportation Plan/Sustainable
 Communities Strategy (2016 RTP/SCS)*

SUB-REGIONAL SUSTAINABLE COMMUNITIES STRATEGY
 FRAMEWORK AND GUIDELINES

I. INTRODUCTION

Codified in 2009, California's Sustainable Communities and Climate Protection Act (referred to as "SB 375"), calls for the integration of transportation, land use, and housing planning, and also establishes the reduction of greenhouse gas (GHG) emissions as part of the regional planning process. SCAG, working with the individual County Transportation Commissions (CTCs) and the sub-regions within the SCAG region, is responsible for complying with SB 375 in the Southern California region. The success in this endeavor is dependent on the collaboration of SCAG with a range of public and private partners throughout the region.

Briefly summarized here, SB 375 requires SCAG as the Metropolitan Planning Organization (MPO) to:

- Submit to the State every four years, a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP). The SCS will meet a State-determined regional GHG emission reduction target, if it is feasible to do so.
- Prepare an Alternative Planning Strategy (APS) that is not part of the RTP if the SCS is unable to meet the regional GHG emission reduction target.
- Integrate SCAG planning processes, in particular assuring that the Regional Housing Needs Assessment (RHNA) is consistent with the SCS, at the jurisdictional level.
- Specific to SCAG only, allow for sub-regional SCS/APS development.
- Develop a public participation process involving all required stakeholders.

Unique to the SCAG region, SB 375 provides that "a sub-regional council of governments and the county transportation commission may work together to propose the sustainable communities strategy and an alternative planning strategy . . . for that sub-regional area." Govt. Code §65080(b)(2)(D). In addition, SB 375 provides that SCAG "may adopt a framework for a sub-regional SCS or a sub-regional APS to address the intraregional land use, transportation, economic, air quality, and climate policy relationships." *Id.*

Finally, SB 375 requires SCAG to "develop overall guidelines, create public participation plans, ensure coordination, resolve conflicts, make sure that the overall plan complies with applicable legal requirements, and adopt the plan for the region." *Id.* Note that the Framework and Guidelines may be administratively amended subject to changes in applicable federal and/or state planning laws, regulations, and guidance.

The intent of this Framework and Guidelines for Sub-regional Sustainable Communities Strategy (also referred to herein as the “Framework and Guidelines” or the “Sub-regional Framework and Guidelines”) is to offer the SCAG region’s sub-regional agencies the highest degree of autonomy, flexibility and responsibility in developing a program and set of implementation strategies for their sub-regional areas while still achieving the goals of the regional SCS. This will enable the sub-regional strategies to reflect the issues, concerns, and future vision of the region’s collective jurisdictions with the input of the fullest range of stakeholders. This Framework and Guidelines establishes standards for the sub-regions’ work in preparing and submitting sub-regional strategies, while also laying out SCAG’s role in facilitating and supporting the sub-regional effort with data, tools, and other assistance.

The Framework and Guidelines are intended to facilitate the specific sub-regional option to develop the SCS (and optional APS) as described in SB 375. SCAG supports the fullest possible participation and will work closely with all the sub-regions equally within the SCAG region (regardless if the sub-region accepts sub-regional SCS delegation or not) to develop the regional SCS.

II. ELIGIBILITY AND PARTICIPATION

The option to develop a sub-regional SCS (and APS if they choose) is available to any sub-regions recognized by SCAG, regardless of whether the organization is formally established as a “sub-regional council of governments.”

CTCs play an important and necessary role in the development of a sub-regional SCS. Any sub-region that chooses to develop a sub-regional strategy will need to work closely with the respective CTC in its sub-regional area in order to identify and integrate transportation projects and policies. Beyond working with CTCs, SCAG encourages partnership efforts in the development of sub-regional strategies, including partnerships between and among sub-regions.

For the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) cycle, sub-regional agencies should indicate to SCAG, in writing by February 28, 2014, if they intend to exercise their option to develop their own sub-regional SCS (see the Schedule for Development of the 2016 RTP/SCS attached here as Exhibit 1.)

Sub-regions that choose to develop an SCS for their area shall do so in a manner consistent with the most current version of this Framework and Guidelines. The sub-region’s decision to prepare the sub-regional SCS for their area must be communicated through formal action of the sub-regional agency’s governing board or the agency’s designee. Subsequent to receipt of any sub-region’s decision to develop and adopt an SCS, SCAG and the sub-region will develop a Memorandum of Understanding (MOU). The final executed version of the MOU shall be consistent with the Framework and Guidelines, and may be amended during the process, if necessary.

III. FRAMEWORK

The Framework portion of this document covers regional objectives and policy considerations, and provides general direction to the sub-regions in preparing a sub-regional SCS (and APS if necessary).

A. SCAG's goals for complying with SB 375 include:

- Update the 2016 RTP/SCS with an emphasis on documenting the region's progress in implementing the strategies and actions described in the 2012-2035 SCS.
- Achieve the regional GHG emission reduction targets for 2020 and 2035 for cars and light trucks through an SCS.
- Fully integrate SCAG's planning processes for transportation, growth, intergovernmental review, land use, housing, and the environment.
- Seek areas of cooperation that go beyond the procedural statutory requirements, but that also result in regional plans and strategies that achieve co-benefits.
- Build trust by providing an interactive, participatory and collaborative process for all stakeholders. Provide, in particular, for the robust participation of local jurisdictions, sub-regions and CTCs in the development of the SCAG regional SCS and implementation of the sub-regional provisions of the law.
- Assure that the SCS adopted by SCAG and submitted to California Air Resources Board (ARB) is a reflection of the region's collective growth strategy and vision for the future.
- Demonstrate continued reasonable progress in implementing the 2012-2035 RTP/SCS.
- Develop strategies that incorporate and are respectful of local and sub-regional priorities, plans, and projects.

B. Flexibility, Targets and Adoption

Sub-regions may develop an appropriate strategy to address the region's greenhouse gas reduction goals and the intent of SB 375. Sub-regions may employ any combination of land use policy change, transportation policy, and transportation investment, within the specific parameters described in the Guidelines.

SCAG will not issue sub-regional GHG or any other sub-regional performance targets.

Growth distribution and land use data for the 2016 RTP/SCS, including incorporated sub-regional SCSs, will be adopted at the jurisdictional level by the SCAG Regional Council.

C. Outreach Effort and Principles

In preparing a sub-regional SCS, sub-regions are required to conduct an open and participatory process that allows for stakeholder input. A more detailed discussion on outreach effort and principles can be found in Section IV.A.(3).

D. Communication and Coordination

Sub-regions developing their own SCS are strongly encouraged to maintain regular communication with SCAG staff, the respective CTC, their jurisdictions and other stakeholders, and other sub-regions if necessary, to review issues as they arise and to assure close coordination. Mechanisms for ongoing communication should be established in the early phases of strategy development.

E. Planning Concepts

SCAG, its sub-regions, and member cities have established a successful track record on a range of land use and transportation planning approaches up through and including the development of the 2012-2035 RTP/SCS. The sub-regional SCS should consider the 2012-2035 RTP/SCS and build off of its policies and concepts, including emphases on compact development, developing transit-oriented, mixed use, and walkable, bike-able communities, concentration on destinations/attractions and vehicle technology in concert with land use, provide for a mix of housing and jobs, and providing for a mix of housing and jobs, among others. These are further discussed in Section IV.A.(1).

IV. GUIDELINES

These Guidelines describe specific parameters for the sub-regional SCS/APS effort under SB 375, including process, deliverables, data, documentation, and timelines. As described above, the Guidelines are created to ensure that the region can successfully incorporate strategies developed by the sub-regions into the regional SCS, and that the region can comply with its own requirements under SB 375. Failure to proceed in a manner consistent with the Guidelines could result in SCAG not accepting a sub-region's submitted strategy.

A. SUB-REGIONAL ROLES AND RESPONSIBILITIES

(1) Sub-regional Sustainable Communities Strategy

Sub-regions that choose to exercise their optional role under SB 375 will develop and adopt a sub-regional Sustainable Communities Strategy. That strategy must contain all of the required elements, and follow all procedures, as described in SB 375 and outlined below:

- (i) identify the general location of uses, residential densities, and building intensities within the sub-region;
- (ii) identify areas within the sub-region sufficient to house all the population of the sub-region, including all economic segments of the population, over the course of the planning period of the RTP taking into account net migration into the region, population growth, household formation and employment growth;
- (iii) identify areas within the sub-region sufficient to house an eight-year projection of the regional housing need for the sub-region pursuant to Section 65584;

- (iv) identify a transportation network to service the transportation needs of the sub-region;
 - (v) gather and consider the best practically available scientific information regarding resource areas and farmland in the sub-region as defined in subdivisions (a) and (b) of Section 65080.01;
 - (vi) consider the state housing goals specified in Sections 65580 and 65581;
 - (vii) set forth a forecasted development pattern for the sub-region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the ARB; and
 - (viii) allow the RTP to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).
- [Government Code §65080(b)(2)(B).]

In preparing the sub-regional SCS, the sub-region should consider feasible strategies, including local land use policies, transportation infrastructure investment (e.g., transportation projects), and other transportation policies such as Transportation Demand Management (TDM) strategies (which includes pricing), and Transportation System Management (TSM) strategies. Sub-regions need not constrain land use strategies considered for the SCS to current General Plans. In other words, the adopted strategy need not be fully consistent with local General Plans currently in place. If the land use assumptions included in the final sub-regional SCS depart from General Plans, it is recommended that sub-regions include a finding as part of their adoption action (e.g., adopting resolution) that concludes that the land uses are feasible and may be implemented. Technological measures may be included if they can be demonstrated to exceed measures captured in other state and federal requirements (e.g., AB 32).

Sub-regions are encouraged, but not required, to develop a range of scenarios integrating transportation, growth, land use, housing, and environmental planning. Should a sub-region choose to develop alternative scenarios, they should be considered and evaluated using comparative performance information. If scenarios are prepared, sub-regions may choose to work with SCAG for further guidance. Tools that can allow for a process similar to that used at the regional level will be provided.

The regional RTP/SCS, of which the SCS is a component, is required to be internally consistent. Therefore, for transportation investments included in a sub-regional SCS to be valid, they must also be included in the corresponding RTP/SCS. Further, such projects need to be scheduled in the FTIP for construction completion by the target years (2020 and 2035) in order to demonstrate any benefits as part of the SCS. As such, sub-regions will need to collaborate with the respective CTC in their area to coordinate the sub-regional SCS with future transportation investments.

SCAG will accept and incorporate the sub-regional SCS, unless (a) it does not comply with SB 375, (b) it does not comply with federal law, or (c) it does not comply with SCAG's Sub-regional Framework and Guidelines. SCAG may adjust sub-regionally

submitted growth distribution and land use data at the sub-jurisdictional level if the compiled regional SCS does not meet GHG targets or other performance objectives specified by the Regional Council. More information on this contingency is included below in Section IV.C.(4) “Incorporation/Modification.”

The regional SCS, including incorporated sub-regional SCSs, are subject to a standard public review process and review and adoption by the SCAG Regional Council.

(2) Sub-regional Alternative Planning Strategy

At this time, SCAG will not prepare a regional APS for the 2016 Plan update. SCAG does not anticipate that a sub-regional APS scenario will be appropriate for the 2016 Plan update. Nevertheless, SB 375 provides sub-regions the option to further develop an APS, according to the procedures and requirements described in SB 375.

If a sub-region decides to prepare an APS, they must prepare a Sustainable Communities Strategy first, in accordance with SB 375. A sub-regional APS is not “in lieu of” a sub-regional SCS, but in addition to the sub-regional SCS.

Sub-regions are encouraged to focus their efforts on feasible measures that can be included in an SCS. Any timing or submission requirements for a sub-regional APS will be determined based on further discussions. In the event that a sub-region chooses to prepare an APS, the content of a sub-regional APS should be consistent with state requirements (See Government Code §65080(b)(2)(H)), as follows:

- (i) Shall identify the principal impediments to achieving the sub-regional SCS.
- (ii) May include an alternative development pattern for the sub-region pursuant to subparagraphs (B) to (F), inclusive.
- (iii) Shall describe how the alternative planning strategy would contribute to the regional greenhouse gas emission reduction target, and why the development pattern, measures, and policies in the alternative planning strategy are the most practicable choices for the sub-region.
- (iv) An alternative development pattern set forth in the APS shall comply with Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations, except to the extent that compliance will prevent achievement of the regional greenhouse gas emission reduction targets approved by the ARB.
- (v) For purposes of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), an APS shall not constitute a land use plan, policy, or regulation, and the inconsistency of a project with an alternative planning strategy shall not be a consideration in determining whether a project may have an environmental effect.

(3) Sub-Regional SCS Outreach

SCAG will fulfill all of the statutory outreach requirements under SB 375 for the regional SCS/APS, which will include outreach regarding any sub-regional SCS/APS. SCAG’s

adopted Public Participation Plan incorporates the outreach requirements of SB 375, integrated with the outreach process for 2016 RTP/SCS development. See Section C(2) below for more information on SCAG's regional outreach plan.

In preparing a sub-regional SCS, sub-regions are strongly encouraged to design and adopt their own outreach processes that mirror the requirements imposed on the region under SB 375. Sub-regional outreach processes should reinforce the regional goal of full and open participation, and engagement of the broadest possible range of stakeholders.

Sub-regions that elect to prepare their own SCS are encouraged to present their sub-regional SCS, in coordination with SCAG, at all meetings, workshops and hearings held by SCAG in their respective counties. Additionally, the sub-regions are encouraged to either provide SCAG with their mailing lists so that public notices and outreach materials may also be posted and sent out by SCAG; or coordinate with SCAG to distribute notices and outreach materials to the sub-regions' stakeholders. Additional outreach may be performed by sub-regions.

(4) Sub-regional SCS Approval

The governing board of the sub-regional agency shall approve the sub-regional SCS prior to submission to SCAG. SCAG recommends there be a resolution from the governing board of the sub-region with a finding that the land use strategies included in the sub-regional SCS are feasible and based upon consultation with the local jurisdictions in the respective sub-region. Sub-regions should consult with their legal counsel as to compliance with the California Environmental Quality Act (CEQA). In SCAG's view, the sub-regional SCS is not a "project" for the purposes of CEQA; rather, the RTP which will include the regional SCS is the actual "project" which will be reviewed for environmental impacts pursuant to CEQA. As such, the regional SCS, which will include the sub-regional SCSs, will undergo a thorough CEQA review. Nevertheless, sub-regions approving sub-regional SCSs should consider issuing a notice of exemption under CEQA to notify the public of their "no project" determination and/or to invoke the "common sense" exemption pursuant to CEQA Guidelines § 15061(b)(3).

In accordance with SB 375, sub-regions are strongly encouraged to work in partnership with the CTC in their area. SCAG can facilitate these arrangements if needed.

(5) Data Standards

Sub-regions and jurisdictions are strongly encouraged, but will not be required, to use the Scenario Planning Model (SPM) tool for developing and evaluating the sub-regional SCSs and to submit sub-regional SCSs in SPM, or other compatible, GIS-based, format. This will enable SCAG to better integrate sub-regional submissions with the regional SCS and will allow sub-regions to prepare alternative scenarios if they so choose. SCAG will provide the SPM tool, and necessary training, free of charge for sub-regions and jurisdictions. See Section IV.C.(11) "Tools" below for more information on SPM.

Growth distribution and land use data for the 2016 RTP/SCS, including incorporated sub-regional SCSs, will be adopted at the jurisdictional level.

SCAG will distribute data to sub-regions and local jurisdiction via the region-wide local input process for 2016 RTP/SCS development. More information on data and the local input process can be found below in Section IV.C.(10) and in the attached Appendix A.

(6) Documentation

Sub-regions are expected to maintain full and complete records related to the development of the sub-regional SCS, and to use the most recent local general plans and other locally approved planning documents.

(7) Implementation Monitoring

Delegated sub-regions for the 2016 Plan will be required to provide progress reporting on the implementation of policies included in their sub-regional SCS. SCAG will, likewise, monitor implementation of the regional SCS. This information will assist SCAG in preparing future plan updates, and is consistent with SCAG's intended approach for developing the 2016 RTP/SCS, which will emphasize progress reporting, monitoring and updating. The intent is for SCAG to ensure that progress and success for our sub-regions and local jurisdictions are documented and recognized.

To monitor implementation sub-regions should track subsequent actions on policies and strategies included in the sub-regional SCS. Monitoring should be focused on policy actions taken (e.g., General Plan updates) or subsequent planning work performed.

While sub-regions have substantial discretion within the overall goal of ascertaining progress of adopted plan policies and strategies, SCAG is in the process of developing a scope of work for regional monitoring which can be used as guidance for sub-regional monitoring. This may involve, for example, a survey of local jurisdictions on their general plan updates reflecting SCS policies. SCAG will lead the effort for any data-intensive exercise and technical analysis, with assistance from sub-regions and local jurisdictions.

Further guidance on implementation monitoring including required format and timing will be developed through further discussion and documented in MOUs with delegated sub-regions.

(8) Timing

An overview schedule of the major milestones of the sub-regional process and its relationship to the regional 2016 RTP/SCS is attached here as Appendix B and may be further delineated or adjusted in MOUs with delegated sub-regions.

(9) Relationship to Regional Housing Needs Assessment and Housing Element

This section is not applicable to the 2016 RTP/SCS process, as the RHNA will next be updated in 2020.

Although SB 375 calls for an integrated process, sub-regions are not automatically required to take on RHNA delegation as described in state law if they prepare an SCS/APS. However, SCAG encourages sub-regions to undertake both processes due to their inherent connections.

SB 375 requires that the RHNA allocated housing units be consistent with the development pattern included in the SCS. See Government Code §65584.04(i). Population and housing demand must also be proportional to employment growth. At the same time, in addition to the requirement that the RHNA be consistent with the development pattern in the SCS, the SCS must also identify areas that are sufficient to house the regional population by income group through the RTP/SCS planning period, and must identify areas to accommodate the region's housing need for the next local Housing Element eight year planning period update. The requirements of the statute are being further interpreted through the RTP/SCS guidelines process. Staff intends to monitor and participate in the guidelines process, inform stakeholders regarding various materials on these issues, and amend, if necessary, these Framework and Guidelines, pending its adoption.

The option to develop a sub-regional SCS is separate from the option for sub-regions to adopt a RHNA distribution, and subject to separate statutory requirements. Nevertheless, sub-regions that develop and adopt a sub-regional SCS should be aware that the SCS will form the basis for the allocation of housing need as part of the RHNA process. Further, SCS development requires integration of elements of the RHNA process, including assuring that areas are identified to accommodate the year need for housing, and that housing not be constrained by certain types of local growth controls as described in state law.

SCAG will provide further guidance for sub-regions and a separate process description for the RHNA during RTP/SCS cycles in which it applies.

B. COUNTY TRANSPORTATION COMMISSIONS' ROLES AND RESPONSIBILITIES

Sub-regions that develop a sub-regional SCS will need to work closely with the CTCs in their area in order to coordinate and integrate transportation projects and policies as part of the sub-regional SCS. As discussed above (under "Sub-regional Sustainable Communities Strategy"), any transportation projects identified in the sub-regional SCS must also be included in the associated RTP/SCS in order to be considered as a feasible strategy. SCAG can help to facilitate communication between sub-regions and CTCs.

C. SCAG ROLES AND RESPONSIBILITIES

SCAG's roles in supporting the sub-regional SCS development process are as follows:

(1) Preparing and adopting the Framework and Guidelines

SCAG will update and have the SCAG Regional Council adopt these Framework and Guidelines each RTP/SCS cycle in order to assure regional consistency and the region's compliance with law.

(2) Public Participation Plan

SCAG will assist the sub-regions by developing, adopting and implementing a Public Participation Plan and outreach process with stakeholders. This process includes consultation with congestion management agencies, transportation agencies, and transportation commissions; and SCAG will hold public workshops and hearings. SCAG will also conduct informational meetings in each county within the region for local elected officials (members of the board of supervisors and city councils), to present the draft SCS (and APS if necessary) and solicit and consider input and recommendations.

(3) Methodology

As required by SB 375, SCAG will adopt and regularly update a methodology for measuring greenhouse gas emission reductions associated with the strategy.

(4) Incorporation/Modification

SCAG will accept and incorporate the sub-regional SCS, unless (a) it does not comply with SB 375 (Government Code Section 65080 et seq.), (b) it does not comply with federal law, or (c) it does not comply with SCAG's Sub-regional Framework and Guidelines.

Further, SCAG may develop and incorporate growth and land use assumptions for delegated sub-regions that differ from or go beyond what is submitted by delegated sub-regions. For incorporation in the regional RTP/SCS, SCAG may adjust sub-regionally submitted growth distribution and land use data at the sub-jurisdictional level for a number of reasons including complying with statutory requirements, ensuring meeting a regional GHG target or other regional performance objectives specified by the SCAG Regional Council. Performance considerations other than the GHG targets that may prompt adjustments to sub-regional land uses would be specified prior to regional public workshops and included in the regional scenario options discussed at public workshops (mid-2015) as required under SB 375. Any necessary modifications of sub-regionally-submitted growth distribution and land use data for the RTP/SCS will be made at the sub-jurisdictional level. Growth distribution and land use data for 2016 sub-regional SCS submittals will be held constant at the jurisdictional level.

The intent of this provision is to maintain flexibility in assembling the regional SCS if such flexibility is needed to meet federal or State requirements. Any adjustment to sub-regionally submitted growth distribution and land use data will be an iterative process, in close collaboration with the sub-region and affected jurisdictions. SCAG staff will also work closely with sub-regions prior to the finalization and submittal of the sub-regional SCS to address potential adjustments.

The development of a sub-regional SCS does not exempt the sub-region from other regional GHG emission reduction strategies not directly related to land use included in the regional SCS. An example from the adopted 2012-2035 RTP/SCS is regional TDM. All regional measures needed to meet the regional target will be subject to adoption by the SCAG Regional Council.

SCAG will develop a MOU with each sub-region to define a process and timeline whereby sub-regions would submit a draft sub-regional SCS to SCAG for review and comments, so that any inconsistencies may be identified and resolved early in the process.

(5) Modeling

SCAG currently uses a Trip-Based Regional Transportation Demand Model and ARB's EMFAC model for emissions purposes. SCAG is also in the process of developing an Activity Based Model for use in 2016 RTP/SCS development and evaluation.

SCAG will compile and disseminate performance information on the preliminary regional SCS and its components in order to facilitate regional dialogue.

(6) Regional Performance Measures.

As discussed above (Section IV.C.(4)), SCAG may make adjustments to sub-regionally submitted land use data in order to meet the GHG targets or to achieve other performance objectives. The process for finalizing formal Performance Measures will inform any potential adjustments. Below is a general description of the process for developing and finalizing formal Performance Measures.

SCAG is in the process of compiling two complete lists of performance measures and monitoring: one is to be used in evaluating regional-level scenarios for the 2016 RTP/SCS. The other is for monitoring the implementation of the 2012-2035 RTP/SCS. The monitoring of implementation may include, for example, tracking the joint work program activities between SCAG and CTCs, local general plan updates, and housing element compliance. Building on the foundation of the performance measures developed for the 2012-2035 RTP/SCS, the 2016 RTP/SCS will include any additional MAP-21 performance measures scheduled for adoption in April 2015 by the U.S. Department of Transportation as well as other updates adopted by the Regional Council. Most update related activities for the 2016 RTP/SCS performance measures are expected to take place between January 2014 and May 2015. This will be addressed through discussions with

the SCAG Technical Working Group and stakeholders, and the SCAG Policy Committees.

(7) Adoption/Submission to State

After the incorporation of sub-regional strategies, the Regional Council will finalize and adopt the 2016 RTP/SCS. SCAG will submit the SCS, including all sub-regional SCSs to ARB for review as required in SB 375.

(8) Conflict Resolution

SCAG must develop a process for resolving conflicts, as required by SB 375. As noted above, SCAG will accept the sub-regional SCS unless it is inconsistent with SB 375, federal law, or the Sub-regional Framework and Guidelines. In the event that growth and land use assumptions in a sub-regional SCS must be modified, the process will be collaborative, iterative and in close coordination among SCAG, sub-regions and their respective jurisdictions and CTCs. SCAG may establish a conflict resolution process as part of the MOU between SCAG and the sub-region.

(9) Funding

Funding for sub-regional activities is not available at this time. Any specific parameters for future funding are speculative. SCAG does not anticipate providing a share of available resources to sub-regions if funding were to become available. While there are no requirements associated with potential future funding at this time, it is advisable for sub-regions to track and record their expenses and activities associated with these efforts.

(10) Data

SCAG will distribute data to sub-regions and local jurisdiction via the region-wide local input process for 2016 RTP/SCS development. Information on data and the local input process can be found in the attached Appendix A.

(11) Tools

SCAG is developing a SPM tool for sub-regions and local jurisdictions to analyze land use impact. SCAG anticipates that this tool will be available for use in May 2014. The use of this tool is not mandatory and is at the discretion of the sub-region. SPM is a web-based tool that can be used to analyze, visualize and calculate the impact of land use changes on greenhouse gas emissions, auto ownership, mode use, vehicle miles of travel (VMT), and other metrics in real time. Users will be able to estimate transportation and emissions impacts by modifying land use designations within their community. SPM can be used by sub-regions in a technical setting for developing and evaluating alternative scenarios and in outreach settings for visualizing and communicating planning options and potential outcomes. SPM can also be used to collect, organize and transmit data.

Other planning tools that SCAG maintains or has access to (e.g., CaLOTS application) will, likewise, be made available to sub-regions for the sub-regional SCS development effort. SCAG will consider providing guidance and training on additional tools based on further discussions with sub-regional partners.

(12) Resources and technical assistance

SCAG will assist the sub-regions by making available technical tools for scenario development as described above. SCAG staff can participate in sub-regional workshops, meetings, and other processes at the request of the sub-region, and pending funding and availability. SCAG's legal staff will be available to assist with questions related to SB 375 or SCAG's implementation of SB 375. Further, SCAG will prepare materials for its own process in developing the regional SCS, and will make these materials available to sub-regions.

D. MILESTONES/SCHEDULE

- Deadline for sub-regions to communicate intent to prepare a sub-regional SCS – February 28, 2014
- CARB issues Final Regional Targets – TBD
- Sub-regional SCS development – through early 2015
- Release Draft 2016 RTP/SCS for public review – Fall 2015
- Regional Council adopts 2016 RTP/SCS – Spring 2016

For more detail on the process schedule and milestones, refer to the attached Appendix B. If other milestones are needed, they will be incorporated into the MOU between SCAG and the Sub-region.

APPENDIX A DATA REQUIREMENTS AND LOCAL INPUT PROCESS FOR SUB-REGIONAL SUSTAINABLE COMMUNITIES STRATEGIES

2016 RTP/SCS Development and the Local Input Process

Overview

Additional planning considerations will be addressed in the development of 2016 RTP/SCS, including issues flowing from the state, national and regional levels. Planning activities with complementary goals through all levels of government, include the following:

- The California Air Resources Board (ARB) Scoping Plan, Vision Framework and State of California's efforts to accelerate the introduction of zero emission vehicles (ZEV), as spelled out in the Governor's Executive Order B-16-2012; (<http://www.gov.ca.gov/news.php?id=17472>), and the associated Zero Emission Vehicle Action Plan ([http://opr.ca.gov/docs/Governor's_Office_ZEV_Action_Plan_\(02-13\).pdf](http://opr.ca.gov/docs/Governor's_Office_ZEV_Action_Plan_(02-13).pdf)).
- Air Quality Management Plans for the 2008 Ozone National Ambient Air Quality Standards. Pursuant to the federal Clean Air Act, state implementation plans for each 2008 8-hour ozone nonattainment area must be submitted to US EPA by July 2016. The SCAG region contains seven such nonattainment areas: Coachella Valley, Imperial County, Morongo Area of Indian Country, Pechanga Area of Indian Country, South Coast Air Basin, Ventura County, and Western Mojave Desert Air Basin;
- The Air Resources Board's potential consideration of revised Greenhouse Gas (GHG) emission reduction targets applicable to the SCS. SB 375 gives ARB the authority to review and update regional greenhouse gas reduction targets every 4 years. The next ARB review of regional targets will occur in 2014. Under SB 375, ARB has authority to establish regional targets for 2020 and 2035 only. Based on AB 32 and state Executive Orders, California's planning efforts need to look beyond 2020 towards 2050 climate goals. SCAG's 2016 RTP/SCS will have a planning horizon of 2040, and each subsequent RTP update will further extend the planning horizon. ARB would expect, at a minimum that the 2016 RTP/SCS will maintain the 2035 level of greenhouse gas reductions through 2040 and beyond;
- The state transportation plan and freight plan;
- New requirements for RTPs included in the federal transportation reauthorization (MAP-21) Of note, MAP-21 includes substantial new processes for developing performance measures.

Also note that State law requires a coordinated Regional Housing Needs Assessment (RHNA) and Housing Element update cycle every eight years, or with *every other* RTP/SCS update. Given that the fifth cycle RHNA process was completed in conjunction with the 2012-2035 RTP/SCS, there will be no RHNA/Housing Element update with the 2016 plan.

SCAG and its partners have been diligently fulfilling the promise of the 2012-2035 RTP/SCS by focusing on implementation actions, including:

- Forming six subcommittees to closely examine issues of interest from the 2012-2035 plan, who ultimately recommended next steps that were approved by the Regional Council in May 2013;
- Launching a new comprehensive Sustainability Program, building on our on-going successful Compass Blueprint program to provide planning resources for member local agencies;
- Forming a standing Sustainability Working Group comprised of the six County Transportation Commissions in the SCAG region;
- Developing a formal joint work program between SCAG and the Los Angeles County Metropolitan Transportation Authority, while also exploring similar partnerships with other county transportation commissions;
- Developing legislative priorities that implement key components of the 2012-2035 plan, including innovative transportation finance, Cap and Trade implementation, and California Environmental Quality Act (CEQA) modernization.

Local Input Process

Based on the 2016 RTP/SCS Preliminary Draft Schedule and Milestones, the local input and review process will commence in October 2013 and conclude in September 2014. SCAG will seek Regional Council adoption of jurisdictional level population, households and employment for the years 2020, 2035 and 2040, which is the same as the adoption policy for the 2012-2035 RTP/SCS cycle.

Types of Variables

Variables are categorized into socio-economic variables and land use variables. The socioeconomic variables include population, households, housing units, and employment. The land use variables include land uses, residential densities, building intensities, etc., as described in SB 375. Sub-regions may use various typologies to capture land uses and can consult with SCAG for further guidance.

Geographical Levels

SCAG will be adopting the data at the jurisdictional level, but will make available Transportation Analysis Zone (TAZ) level data to jurisdictions and sub-regions. As part of the SPM development, SCAG is currently working on a new zone system, "SPMZ". Sub-regions' use of SPM is not required but SCAG will work with sub-regions to facilitate data development at the SPMZ level if so desired.

Base Year and Forecast Years

The socio-economic and land use variables will be required for the base year of 2012, and the target/plan horizon years of 2020, 2035 and 2040.

SCAG staff will develop the following socioeconomic and land use datasets through a bottom-up local input and review process as required by the 2016 RTP/SCS and Programmatic Environmental Impact Report (PEIR) for the 2016 RTP/SCS:

- Geographic datasets that establish existing conditions, including information on local general plan land use, zoning, existing land use, jurisdictional boundary, sphere of influence, farmland, flood areas, endangered species, transit priority areas, open space conservation plans, etc. (March 2013 – September 13th, 2013);
- Base year (2012) population, employment, household figures for all city and TAZs;
- Revised growth forecasts of population, employment, and households for the 2016 RTP/SCS at the jurisdictional and TAZ level for 2020, 2035, and 2040 will be sent out for review and input by local jurisdictions.
- Scenario planning exercise with SPM. This will involve voluntary alternative local jurisdiction land use scenarios, as well as sub-regional and regional level scenario planning exercises. These may include additional funding assumptions, Transportation Demand Management (TDM), Transportation System Management (TSM), active transportation measures, technology and other related strategies. All of these activities will serve as foundation to form the policy forecasts that will be derived from this local input process, if applicable; and
- Development of PEIR alternatives.

The datasets and land use scenarios, will be developed in four stages:

Stage 1 – Preliminary Land Use Data Collection and Review (March 2013 – September 13, 2013)

SCAG staff will have compiled and processed preliminary land use data from local jurisdictions and submitted these datasets for review and comment

Starting in March 2013, SCAG staff contacted each local jurisdiction in the region and requested general plan land use and zoning data. This data was integrated into SCAG's land use database and was published along with other geographic data such as existing land use, open space, farmland, and other resource data into an individual *draft* Map Book for each city and county in the region. Note this information was sent on August 9, 2013 to each jurisdiction's planning director and city manager for their review. To review your jurisdiction's map book from SCAG, please access the following link: ftp://scag-data:scag424@data.scag.ca.gov/Data_Map_Book. SCAG is requesting input on these datasets in order to ensure the accuracy of this land use data, which will then be carried over into the general plan-based growth forecasts for 2020, 2035, and 2040. Data workshops and/or one-on-one meetings with local jurisdictions were provided on an as-needed basis, and were conducted in August and September of 2013 to collect revisions, answer questions, and provide assistance as needed. SCAG is anticipating receiving verification of accuracy on each jurisdiction's general plan land use, zoning data, and existing land use at the parcel level.

Stage 2 – Review of Base Year 2012 Socioeconomic Data and Future Years Growth Forecast (October 2013- May 2014)

Staff will send a package with existing 2012 base year socioeconomic data and preliminary growth projections for the years 2020, 2035 and 2040. This data will be provided both at the jurisdictional and TAZ levels. An overview of the sample data package including base year figures and projected growth will be presented to SCAG's

policy committees and Technical Working Group (TWG). Also, this material will also be presented at sub-regional meetings throughout the region in October and November of 2013. It is important to note that these are not the formal public workshops required in SB 375. Staff will also follow up with one-on-one meetings, upon request, to collect data changes, answer questions, and provide individual assistance. SCAG's Regional Council will approve population, households and employment forecasts for the years 2020, 2035 and 2040 at the jurisdictional level. This is the same practice that was established for the previous RTP/SCS cycle. Jurisdictions may submit sub-jurisdictional level input at their option. However, sub-jurisdictional information will only be included as advisory in SCAG's adopted RTP/SCS. SCAG is starting a new open space database program for this planning cycle that will coordinate existing local, state, and federal open space conservation efforts. This will include review, comment and confirmation of Open Space data (maps/data), and a survey on local open space plans, policies and approaches. The deadline for providing input on this portion of the local input process will be May 2014.

Stage 3 – Detailed Land Use Scenario Exercises (May 2014 –September 2014)

Note: This section applies to non-delegated sub-regions. During the May 2014 – September 2014 period delegated sub-regions will be developing sub-regional SCSs according to their own process. Delegated sub-regions may use this section as guidance for designing their own process and SCAG may provide other assistance as needed.

SCAG will assist local jurisdictions to develop detailed land use scenarios by place types (density, intensity, and uses). An important part of the RTP/SCS development process is establishing a framework for CEQA streamlining under SB 375. For example, this can involve delineating uses, densities, and intensities such that subsequent development projects can be found consistent with the SCS. SCAG invites local jurisdictions to provide input to the RTP/SCS growth and land use assumptions (scenario plan) for this purpose if desired, with the clear understanding that land use data should be developed in a voluntary, bottom up process, based on interest and participation at the option of each jurisdiction. The deadline for providing input on this portion of the local input process will be September 2014.

Further, to facilitate Stages 3 and 4, to enhance the quality and consistency of data review and exchange between SCAG and jurisdictions and to provide jurisdictions with a tool to perform scenario exercises, SCAG is developing the UrbanFootprint Model (SPM). SPM will be available by May 2014; it will provide a common platform allowing easy access to SCAG's datasets allowing local jurisdictions to provide input on open space data electronically. While it is voluntary, we strongly encourage that jurisdictions utilize the SPM for data review and to provide input. Attachment E contains a description of SCAG's SPM.

APPENDIX B

SCHEDULE AND MILESTONES FOR FOR SUB-REGIONAL SUSTAINABLE COMMUNITIES STRATEGIES

SCS

The key milestones and related schedule for the Regional SCS are as follows:

- CARB issues Final Regional Targets – TBD
- Regional SCS Workshops – mid-2015
- Release Draft 2016 RTP/Regional SCS for public review – Fall 2015
- Regional Council adopts 2016 RTP/SCS – Spring 2016

Sub-regional SCS

The key milestones and related schedule required as part of the development of the Sub-regional SCS are as follows:

1. Deadline for sub-regions to communicate intent to prepare a sub-regional SCS – February 28, 2014
2. Draft Sub-regional Dataset/Delivery to SCAG – May 2014
3. Final Sub-regional Dataset/Delivery to SCAG and CTC preliminary input on all planning projects – September 2014
4. Status report on Preliminary Sub-regional SCS – September 2014
5. Preliminary SCS / for purposes of preparing PEIR project description (intended to be narrative only project description that describes intended strategies or strategy options that are likely to be incorporated into the final Sub-regional SCS) – January 2015
6. Status report on Draft Sub-regional SCS – January 2015
7. Draft Sub-regional SCS (containing all components described above) to be incorporated into draft Regional SCS – February 2015
8. Iterative process, if necessary to meet target – January through March 2015
9. Status report on final Sub-regional SCS – February 2015
10. Final Sub-regional SCS for incorporation into Regional SCS – March 2015
11. CTC final input on planned projects from the CTCs – March 2015
12. Regional SCS adoption – April 2016

DATE: November 7, 2013

TO: Community, Economic and Human Development (CEHD) Committee

FROM: Huasha Liu, Director, Land Use and Environmental Planning, (213) 236-1838,
liu@scag.ca.gov

SUBJECT: Proposed RHNA and Housing Element Reform Subcommittee Charter

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Recommend approval of the RHNA and Housing Element Reform Subcommittee Charter by the Regional Council.

EXECUTIVE SUMMARY:

The attached proposed "RHNA and Housing Element Reform Subcommittee Charter" (Charter) was developed to describe the RHNA and Housing Element Reform Subcommittee's (Subcommittee) purpose and responsibilities. The serves a significant role as it will review and recommend possible changes to the RHNA and housing element processes. The Subcommittee reviewed and approved the proposed Charter at its first meeting on October 23, 2013.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal #3 (Optimize Organizations Efficiency and Cultivate an Engaged Workforce), Objective c (Define the roles and responsibilities at all levels of the organization).

BACKGROUND:

The attached proposed Charter has been developed to describe the RHNA and Housing Element Reform Subcommittee's purpose and responsibilities. The Subcommittee serves a significant role as it will review and recommend possible changes to agency policies and procedures related to the RHNA process. The Subcommittee may also provide recommendations regarding proposals related to changes to State administrative policies and state law regarding RHNA and the Housing Element process.

FISCAL IMPACT:

Expenditures related to staff and legal support for the RHNA and Housing Element Reform Subcommittee along with additional related direct costs (i.e., stipends, meals, mileage and parking) will be drawn from the General Fund reserves until the FY 13-14 General Fund Budget is amended accordingly.

ATTACHMENT:

Proposed RHNA and Housing Element Reform Subcommittee Charter

RHNA AND HOUSING ELEMENT REFORM SUBCOMMITTEE CHARTER

Purpose of the Subcommittee

The purpose of the RHNA and Housing Element Reform Subcommittee (“Subcommittee”) is to review and provide guidance to address issues that were raised during the 5th Cycle RHNA process that may lead to suggested changes of the state law as well as to the policies and/or processes of the Southern California Association of Governments (SCAG) and the California State Department of Housing and Community Development (HCD) regarding the Regional Housing Needs Assessment (RHNA) and Housing Element updates. The decisions and actions of the Subcommittee, will serve as recommendations to SCAG’s Community, Economic and Human Development (CEHD) Committee, who thereafter, will make the final recommendations to the Regional Council.

Authority

Established by the Regional Council on March 7, 2013, the RHNA & Housing Element Subcommittee shall serve as a subcommittee of the CEHD Committee. The RHNA and Housing Element Reform Subcommittee shall be dissolved as of the date in which the final recommendations by CEHD regarding the decisions of the Subcommittee are reviewed and approved by the SCAG Regional Council.

Composition

The RHNA and Housing Element Reform Subcommittee will consist of twelve (12) members of either the Regional Council or the SCAG Policy Committees who collectively represent the six (6) counties of the SCAG region. Each county shall have a primary member and an alternate member to serve on the Subcommittee. The SCAG President will appoint the members of the Subcommittee and will select one of the members to serve as the Chair of the Subcommittee. It should be noted that the appointments to the Subcommittee were made by the SCAG President on June 6, 2013.

Meetings and Voting

A meeting quorum shall be established when there is attendance by at least one representative (either a primary member or an alternate member) from each of the six (6) counties.

All Subcommittee members are expected to attend each meeting, to the extent feasible. Subcommittee members may attend meetings by teleconference or video-conference. All meetings of the RHNA and Housing Element Reform Subcommittee are subject to the Brown Act. The Chair of the Subcommittee shall preside over all meetings and may select another Subcommittee member to serve as the Vice-Chair in the Chair’s absence. The Subcommittee will invite SCAG staff or others to attend meetings and provide pertinent information, as necessary. Meeting agendas will be prepared and provided in advance to Subcommittee members, along with appropriate briefing materials and reports, in accordance with the Brown

Act. Minutes of each meeting will be prepared. The Attendance Policy as set forth in the Regional Council Policy Manual shall apply to the meetings of the Subcommittee.

For purposes of voting, each county shall be entitled to one (1) vote to be cast by either the primary member or alternate member representing the respective county; provided, however, that the Chair of the Subcommittee does not vote except to break a tie vote.

Responsibilities

The responsibilities of RHNA and Housing Element Reform Subcommittee include reviewing and providing written recommendations to the CEHD Committee for suggested changes to issues pertaining to RHNA and the Housing Element processes, including but not limited to the following subjects:

- Translation of AB 2158 factors into housing need;
- Low and very low income household default densities;
- Land use density for mixed use projects;
- Definition of affordable units;
- Excluding growth on Tribal (Sovereign Nation) land from jurisdiction RHNA allocation;
- Use of Council of Government's growth forecast vs. Department of Finance projections with a 3% margin; and
- Lack of funding for building affordable units.

As part of the written recommendations by the Subcommittee, the issues shall be prioritized and separated to address proposed administrative and legislative changes.

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DATE: November 7, 2013

TO: Community, Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)

FROM: Ping Chang, Program Manager; chang@scag.ca.gov; (213) 236-1839

SUBJECT: SB 743: Facilitating Transit-Oriented Development in Southern California

EXECUTIVE DIRECTOR'S APPROVAL: _____

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

As reported at the September RC meeting and in the Legislative Update, Senate Bill (SB) 743 (Steinberg), recently signed into law by Governor Jerry Brown on September 27, 2013, provides opportunities for California Environmental Quality Act (CEQA) exemption and streamlining to facilitate transit-oriented development. Since that time, staff has prepared additional analysis as to the impacts to the SCAG region. Specifically, SB 743 applies to certain types of projects within transit priority areas that could benefit from a CEQA exemption if it is also consistent with an adopted specific plan and the regional Sustainable Communities Strategy. In addition, aesthetic and parking impacts of certain infill projects within a transit priority area shall not be considered significant impacts on the environment. The State Office of Planning and Research (OPR) is required to develop guidelines for streamlined CEQA analysis for transportation impacts of projects within transit priority areas (draft by July 1, 2014). Finally, SB 743 also provides congestion management plan relief for a larger infill opportunity zone.

STRATEGIC PLAN:

This item supports the Strategic Plan, particularly Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

BACKGROUND:

As reported at the September RC meeting and in the Legislative Update, Senate Bill (SB) 743 (Steinberg), recently signed into law by Governor Jerry Brown on September 27, 2013, provides opportunities for California Environmental Quality Act (CEQA) exemption and streamlining to facilitate transit-oriented development. While SB 743's primary objective is to provide judicial streamlining under CEQA for the proposed Sacramento Kings' sports center, the final bill includes some important statewide CEQA exemption and streamlining provisions for transit-oriented development projects. This report focuses on the statewide provisions portion of the bill and their implications for the SCAG region. It will also compare SB 743 (Steinberg) and SB 375 (Steinberg) in CEQA streamlining provisions as applicable. It is important to note that SB 743 provides additional opportunities for CEQA streamlining beyond what is already contained in SB 375.

Definition and Characteristics of Transit Priority Areas within the SCAG Region

SB 743 focuses the CEQA exemption and other streamlining opportunities in areas with good transit access, i.e. Transit Priority Areas (TPAs). A “TPA” means that an area within one-half mile of a major transit stop that is either existing or planned. (A “major transit stop” means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.) For a planned major transit stop, it needs to be scheduled for completion within the planning horizon included in a Transportation Improvement Program for an adopted State Transportation Improvement Program (STIP) or Regional Transportation Plan (RTP). A TPA is a subset of the High Quality Transit Area in the 2012 RTP/SCS excluding the one-half mile buffer area along the high quality transit corridors (which are corridors with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours).

Within the SCAG region, an estimated 29% of the total population and 41% of the total employment in 2012 were within TPAs located in five of the six counties (see Table 1 below). Due to the extensive Metro-rail system and high quality bus network in Los Angeles County, 44% of the county’s population and 58% of the county’s employment are within TPAs.

Table 1: Estimated Population and Employment Share within Transit Priority Areas

	Existing (2012)	
County	Population*	Employment*
Los Angeles	44%	58%
Orange	19%	26%
Riverside	3%	11%
San Bernardino	8%	16%
Ventura	6%	13%
SCAG Region	29%	41%

*Share of the county or region total

The attachment includes a draft map of TPAs based on the existing (2012) major transit stops. With implementation of the 2012 RTP/SCS, SCAG staff’s initial estimate indicates an approximate two-percentage point increase of the share of the region’s population (31%) and employment (43%) respectively that will be located in the TPAs by 2035.

CEQA Exemption Opportunities within Transit Priority Areas

For projects proposed within a TPA, SB 743 provides full CEQA exemption opportunities if a project meets the following three conditions (unless there are substantial changes in the project(s) in the specific plan referred below or specific plan itself or the circumstances or new material information triggering additional environmental review):

- The project needs to be residential, mixed-use development or the defined employment center (i.e., zoned for commercial use with a floor area ratio of 0.75 or higher);
- The project will implement and is consistent with a specific plan for which an environmental impact report has been certified; and
- The project is consistent with the general use designation, density, building intensity and applicable policies specified for the project area in either an adopted MPO regional sustainable communities strategy or alternative planning strategy, which has been accepted by the State Air Resources Board.

Prior to SB 743, projects within a TPA had to meet specific requirements on project density and use requirements for residential and mix-use residential projects per SB 375. SB 743 expands the project type to also include an employment center. In addition, SB 743 elevates the significance of specific plans which are very detailed plans implementing a general plan's broader goals and policies in a specific location and often for specific uses. SCAG staff has begun to collect information about specific plans in the region.

Other CEQA Streamlining Opportunities within Transit Opportunity Areas

While infill development provides multiple regional benefits (e.g., improve region-wide congestion and air quality), they may exacerbate the already congested local roadways. Current CEQA requirements rely on levels of service (LOS) methodology to analyze transportation impacts. SB 743 provides a rationale for the need of a new CEQA methodology for transportation impact analysis for which the current practice is auto centric. SB 743 also establishes the principles of the new methodology which should appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHG. These principles are consistent with the goals and policies of SCAG 2012 RTP/SCS.

While SB 743 does not include the substantive specifics of the new methodology, it directs OPR to establish criteria for determining the significance of transportation impacts of projects within TPAs, using alternative metrics for traffic level of service. The criteria shall promote the reduction of greenhouse gas emissions; the development of multimodal transportation networks; and a diversity of land uses. OPR may also establish alternative metrics to the metrics used for traffic LOS for transportation impacts outside TPAs, and the alternative metrics may retain traffic LOS, where deemed appropriate by OPR. Finally, OPR is required to circulate draft provisions by July 1, 2014. In addition, aesthetic and parking impacts of infill projects (residential, mixed-use residential, or employment center) within a TPA shall not be considered significant impacts on the environment.

Finally, it is noted that the streamlining provisions do not relieve a public agency of the requirement to analyze a project's potentially significant transportation impacts related to air quality, noise, safety, or any other impact associated with transportation. The methodology established by these guidelines shall not create a presumption that a project will not result in significant impacts related to air quality, noise, safety, or any other impacts associated with transportation.

Congestion Management Plan Relief Opportunities within the Infill Opportunity Zone

SB 743 redefines Infill Opportunity Zone to align with SB 375. Specifically, the infill opportunity zone will include the TPA plus the half-mile buffer of high quality transit corridors. This new definition of infill opportunity zone is also the same as the definition of High Quality Transit Area in the SCAG 2012 RTP/SCS.

SB 743 allows the re-designation of Infill Opportunity Zone by local jurisdiction (city, county, or both). It repeals the previous termination of an Infill Opportunity Zone designation if no development project is completed within that zone within four years from the date of the designation. Local jurisdictions may initiate the designation by adopting a resolution after making a conformity determination with SB 743's Infill Opportunity Zone definition.

With the redefined infill opportunity zone, SB 743 also extends a provision to exempt streets and highways in an infill opportunity zone from the LOS standards, and instead requires alternate level of service standards to be applied. This will make it easier for cities and counties to develop areas within the infill opportunity zone, even if there is an impact on LOS.

SCAG staff will review the above analysis with SCAG's Global Land Use and Economic Council (GLUE) at their November 11th meeting for comments. SCAG staff will also review the above review the above analysis with SCAG's CEO Sustainability Working Group at their next meeting for comments and report back to the CEHD, EEC and TC committee as needed.

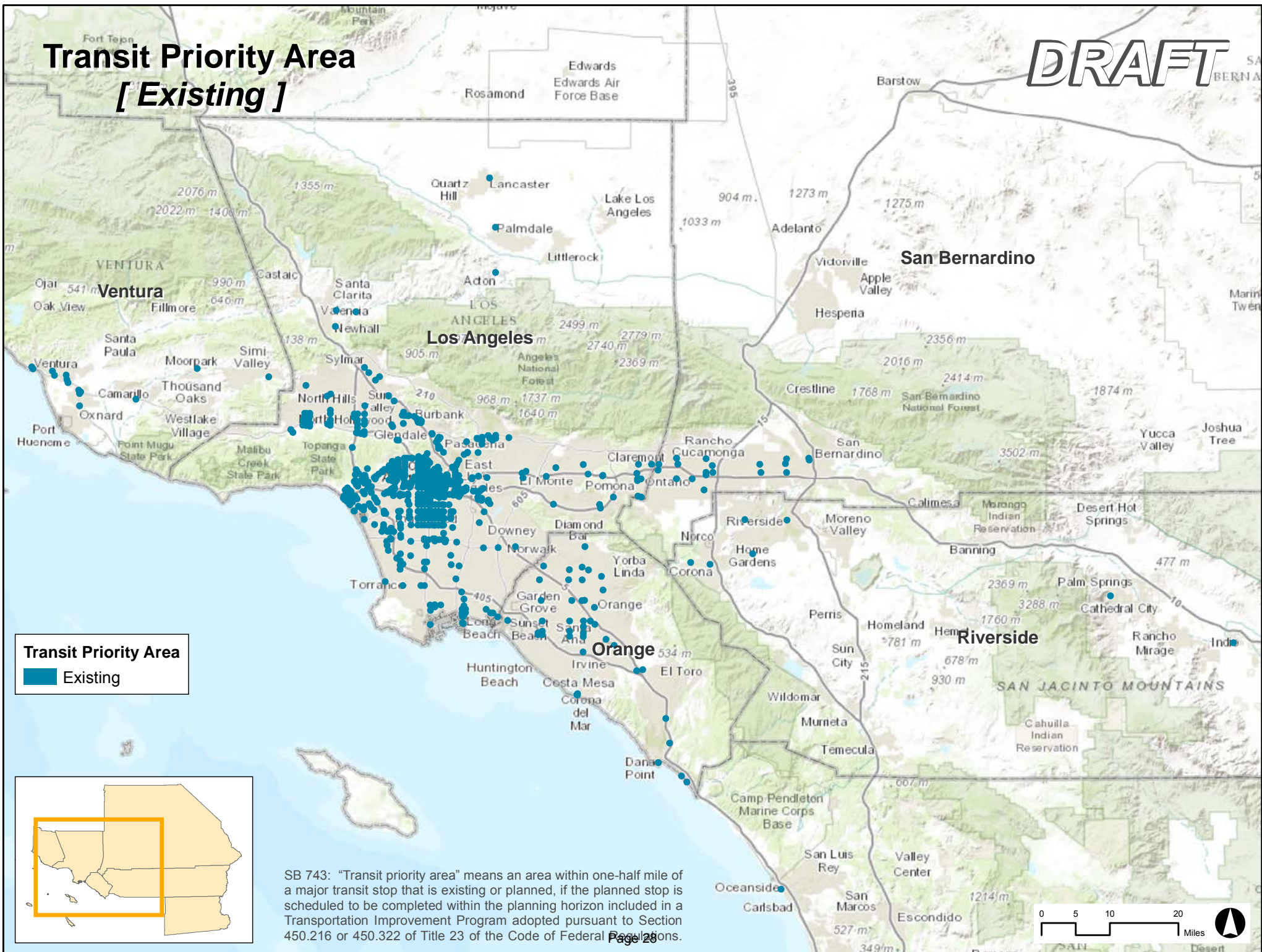
FISCAL IMPACT: Staff activities related to the implementation of SB 743 is included in FY 2013-14 Overall Work Program under 080.SCG153.06.

ATTACHMENT:

Draft Regional and County Maps of Existing (2012) Transit Priority Areas in the SCAG region pursuant to SB 743

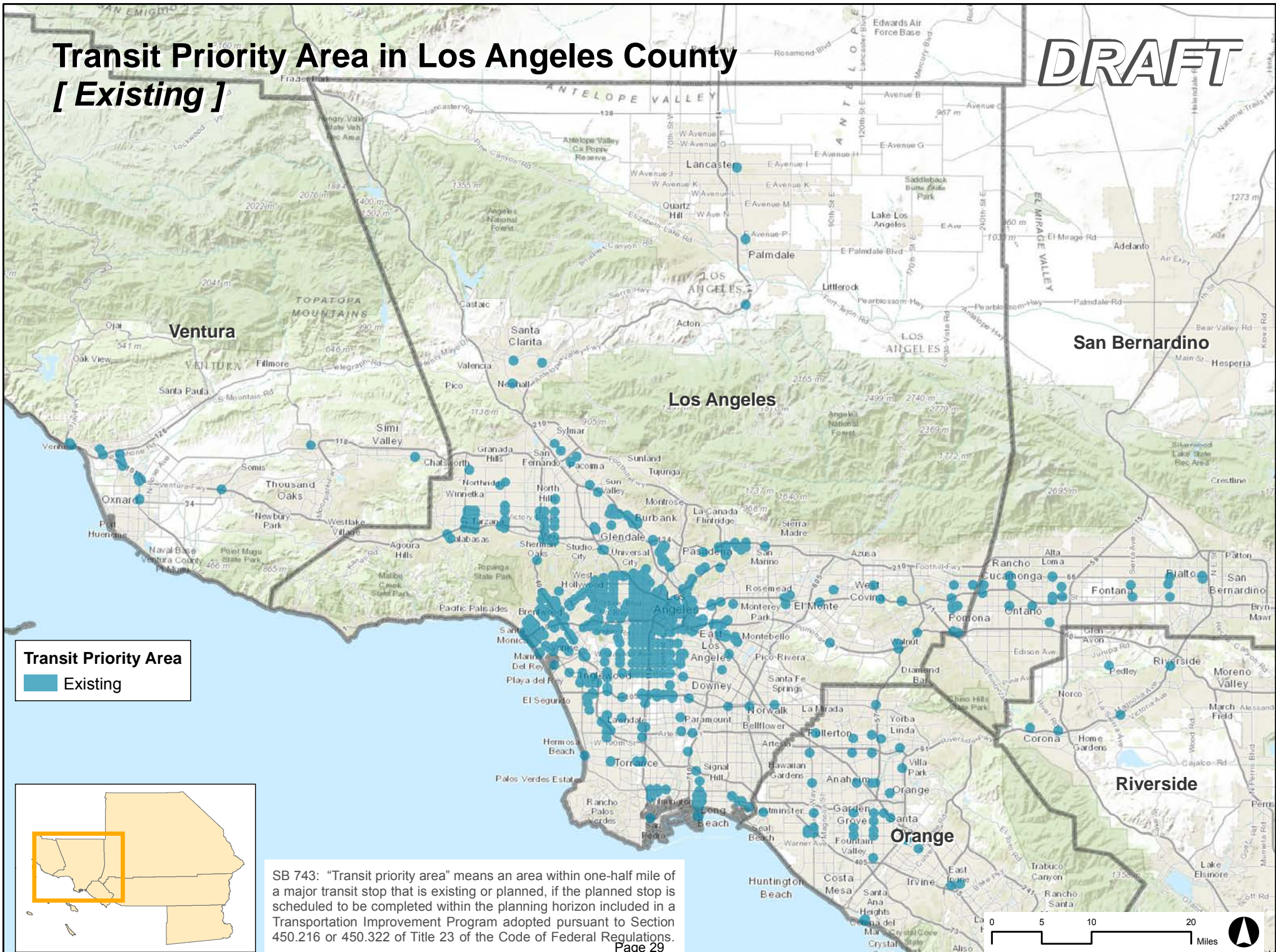
Transit Priority Area [Existing]

DRAFT



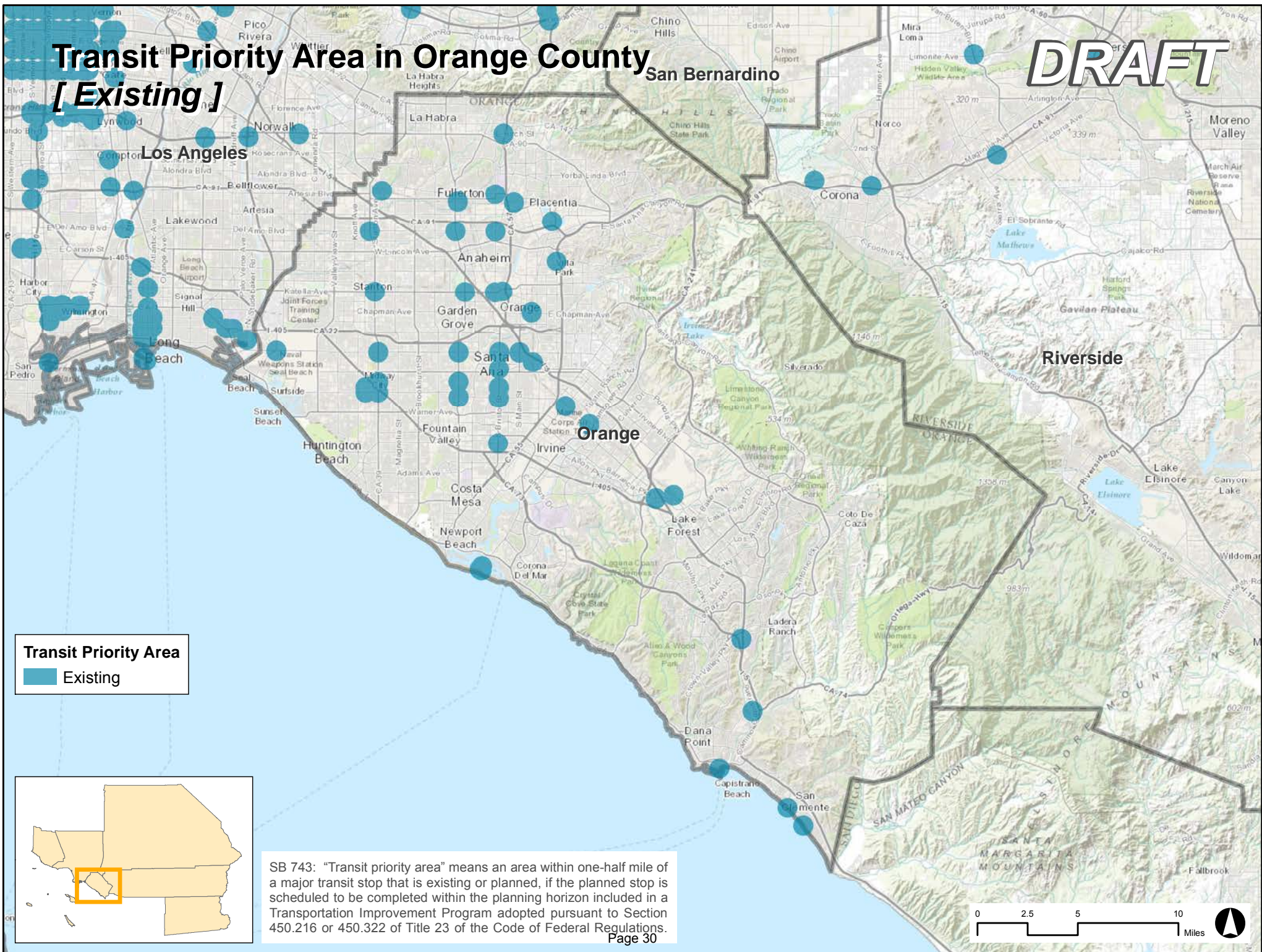
Transit Priority Area in Los Angeles County [Existing]

DRAFT



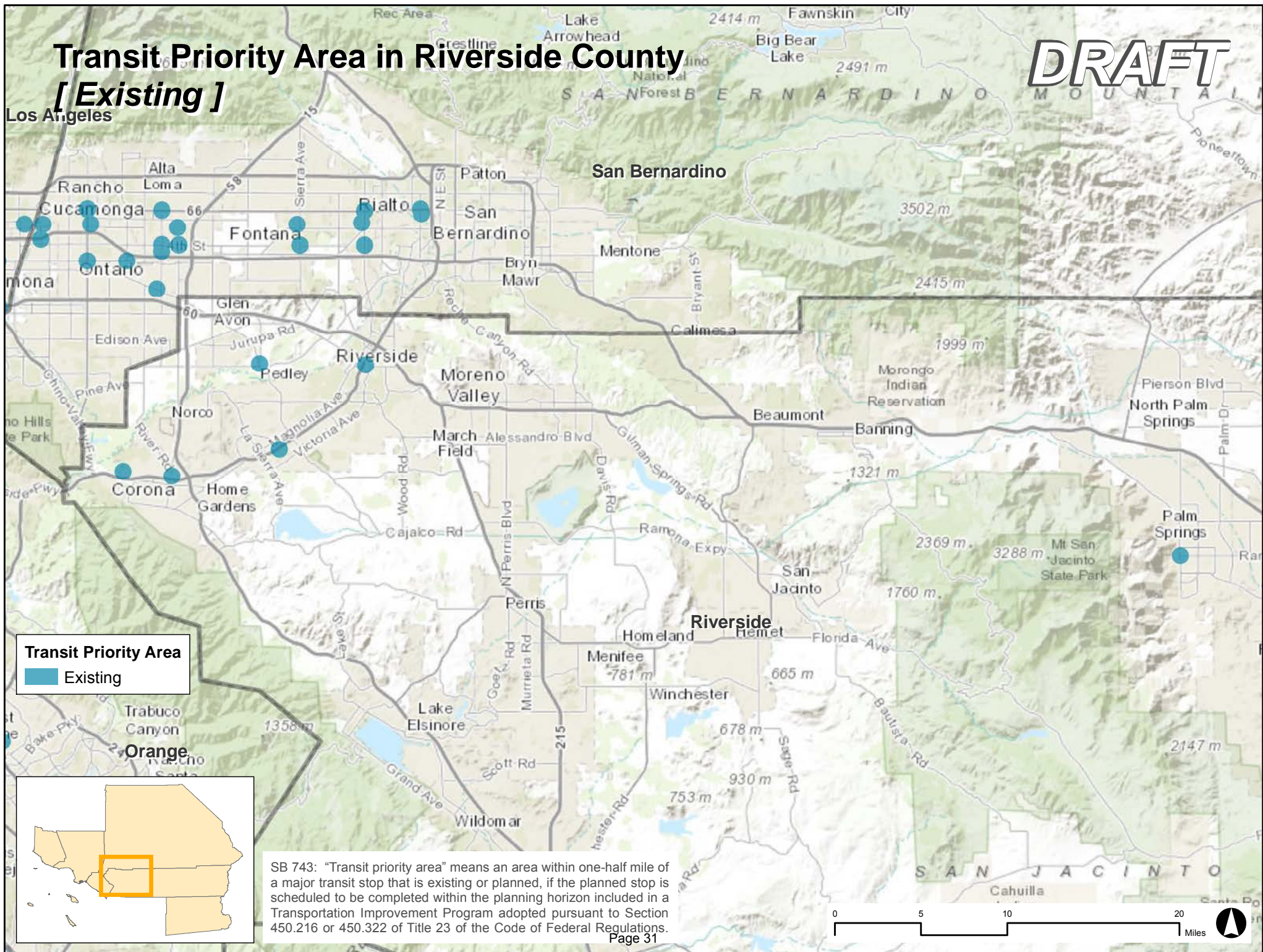
Transit Priority Area in Orange County [Existing]

DRAFT



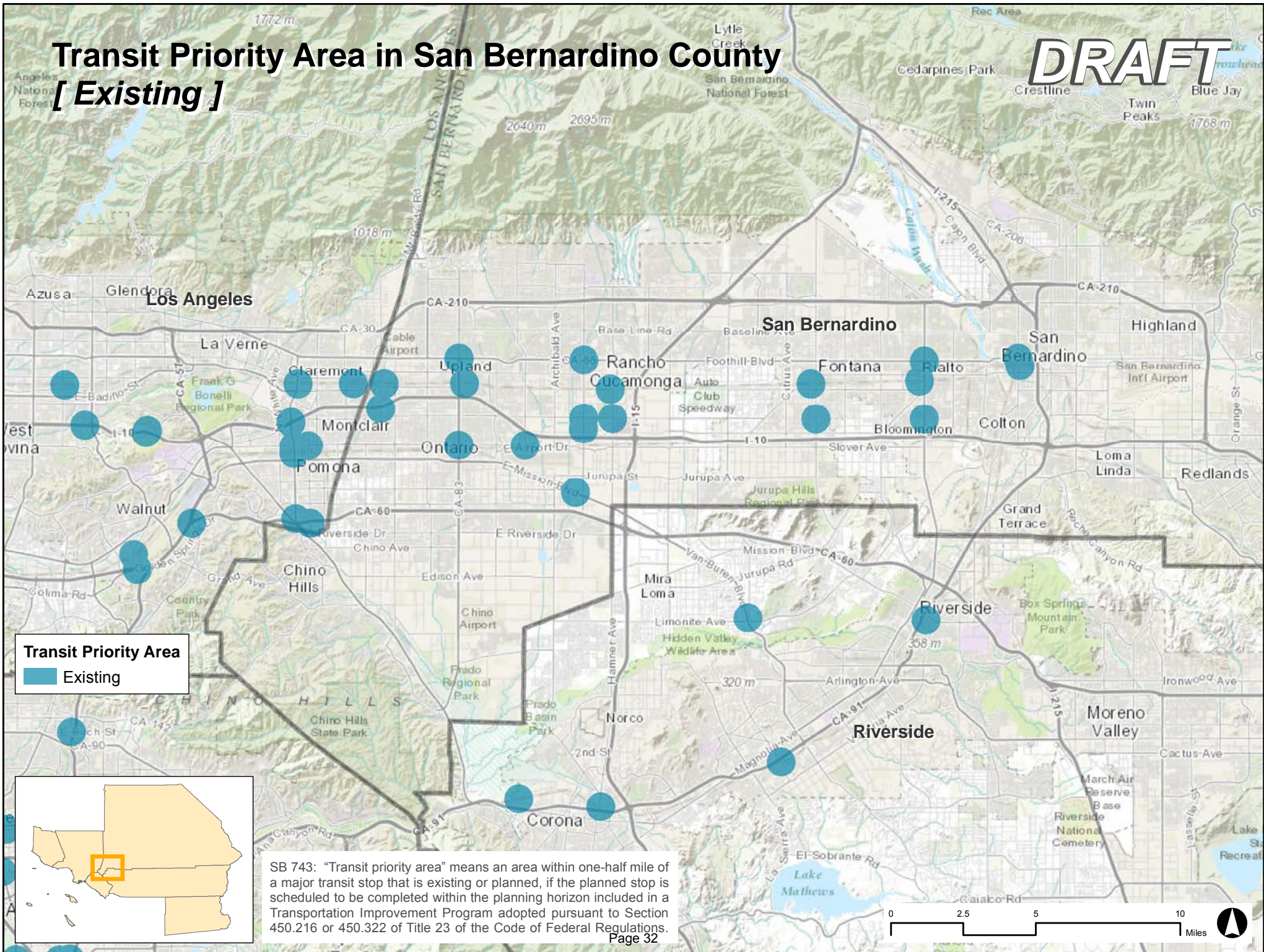
Transit Priority Area in Riverside County [Existing]

DRAFT



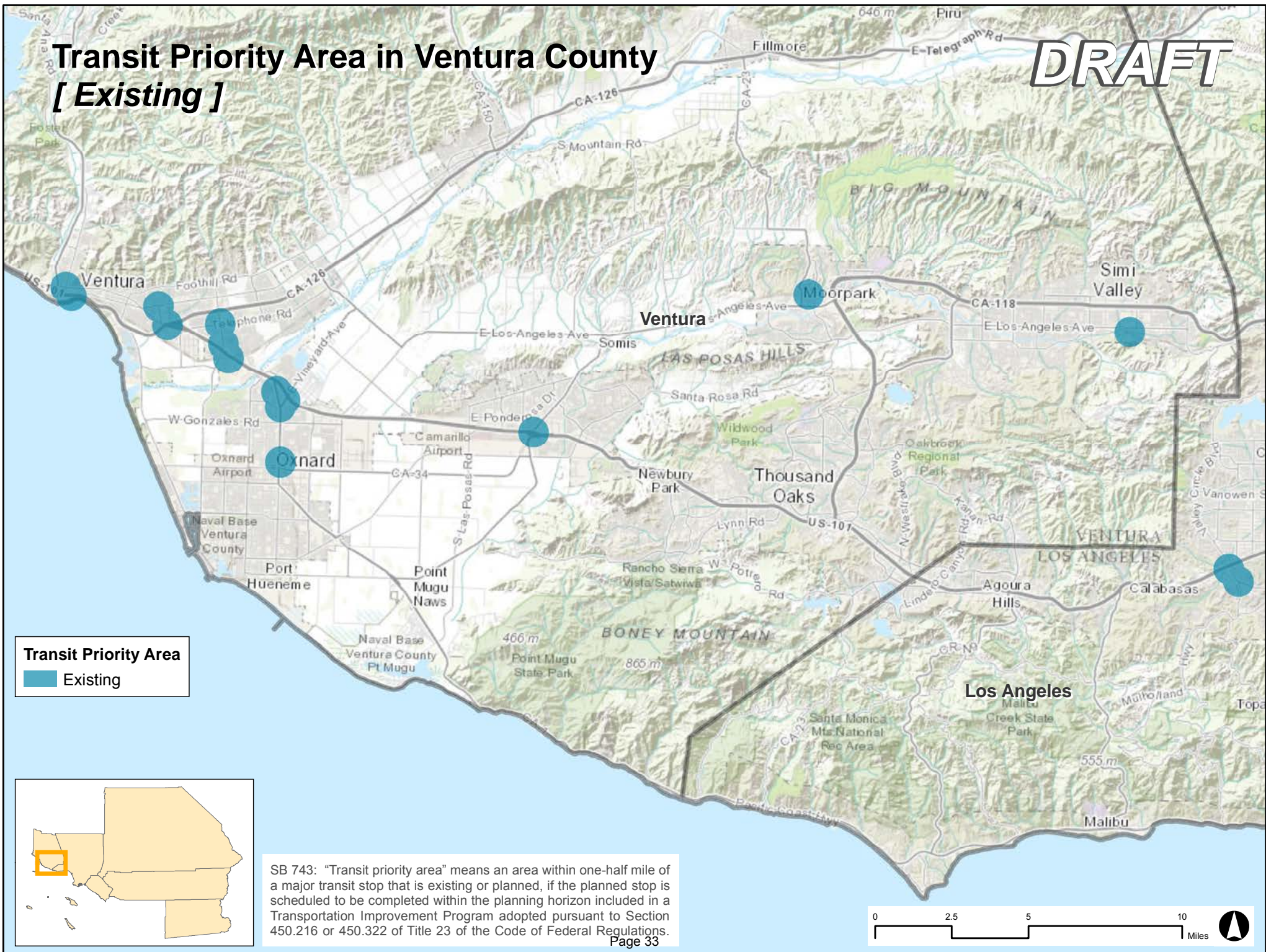
Transit Priority Area in San Bernardino County [Existing]

DRAFT



Transit Priority Area in Ventura County [Existing]

DRAFT



COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

October 3, 2013
Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE. AN AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING.

The Community, Economic & Human Development Committee held its meeting at SCAG's downtown Los Angeles office.

Members Present

Hon. Don Campbell, Brawley	ICTC
Hon. Carol Chen, Cerritos	GCCOG
Hon. Jeffrey Cooper	WSCCOG
Hon. Margaret Finlay, Duarte (Chair)	District 35
Hon. Debbie Franklin, Banning	WRCOG
Hon. Chris Garcia, Cudahy	GCCOG
Hon. James Gazeley, Lomita	District 39
Hon. Tom Hansen, City of Paramount	GCCOG
Hon. Jon Harrison, Redlands	District 6
Hon. Bill Jahn, Big Bear Lake (Vice-Chair)	District 11
Hon. Paula Lantz, Pomona	District 38
Hon. Kathryn McCullough, Lake Forest	District 13
Hon. Carl Morehouse, San Buenaventura	District 47
Hon. Ray Musser, Upland	SANBAG
Hon. Ed Paget, Needles	SANBAG
Hon. Sonny Santa Ines, Bellflower	GCCOG
Hon. Becky Shevlin, Monrovia	SGVCOG
Hon. Tri Ta, Westminster	District 20
Hon. Frank Zerunyan	SBCCOG

Members Not Present

Hon. Sam Allevato, City of San Juan Capistrano	OCCOG
Hon. James Butts, Inglewood	SBCCOG
Hon. Steven Choi, City of Irvine	District 14
Hon. Rose Espinoza, City of La Habra	OCCOG
Hon. Ron Garcia, Brea	OCCOG
Hon. Joseph Gonzales, South El Monte	SGVCOG
Hon. Steve Hofbauer, Palmdale	District 43
Hon. Bob Joe, South Pasadena	Arroyo Verdugo Cities
Hon. Charles Martin	Morongo Band of Mission Indians
Hon. Larry McCallon, Highland	District 7
Hon. Gene Murabito, Glendora	SGVCOG

Members Not Present (Cont'd)

Hon. John Nielsen, Tustin

Hon. Laura Olhasso, La Canada-Flintridge

Hon. Julie Hackbarth-McIntyre, Barstow

Hon. Susan McSweeney, Westlake Village

Hon. John Palinkas

Hon. Rex Parris, Lancaster

Hon. Michael Wilson, Indio

District 17

Arroyo Verdugo COG

SANBAG

LVMCOG

Pechanga Band of Luiseno Indians

North Los Angeles County

CVAG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Margaret Finlay, Chair, called the meeting to order at approximately 10:00 AM. Hon. Bill Jahn led the Committee in the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

Michele Hasson, representing the Leadership Council, stated that on behalf of the Coachella Valley and rural communities throughout California, she would like to reinforce the regional goal of full and open participation by asking the Councilmembers to facilitate processes that will allow remote participation from rural communities.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the agenda.

CONSENT CALENDAR

Approval Item

1. Minutes of the September 12, 2013 Meeting

A MOTION was made (Ta) to approve the Consent Calendar. The MOTION was SECONDED (Morehouse) and UNANIMOUSLY APPROVED.

INFORMATION ITEMS

2. 2016-2040 RTP/SCS Update: Subregional Sustainable Communities Strategy Framework and Guidelines

Huasha Liu, Director of Land Use and Environmental Planning, thanked her staff for their hard work in putting together the update of the Framework and Guidelines, based upon the Principles for Subregional Delegation. She also thanked members of the Technical Working Group (TWG) for their comments and input. Ms. Liu stated that in order to guide the subregional SCS development process, there is one requirement, one update, two suggestions, and two clarifications. The new requirement is to now ask the subregions that are going to take delegation to develop a subregional SCS that will have an assessment, monitoring, and progress report on the previous subregional SCS implementation. The one update is that staff reflected all the information of the Framework and Guidelines from 2008 base year to 2012 base year for the 2016 plan. Staff also identified the horizon year as 2040, in addition to 2020 and 2035 as interim years. The two clarifications in the framework and guidelines update are: 1) to clearly layout SCAG's responsibility and the Board authority that will direct staff to make any modification to the growth distribution and use the land use pattern at sub-jurisdictional

level, if necessary, to meet the regional GHG reduction target and/or performance goals; and 2) remind everyone that the adoption of the growth forecast distribution and land use pattern will be at the jurisdictional level, and not at below city/county level. Ms. Liu stated that there are two important points for consideration by those subregions that are planning to take delegation: 1) consider using scenario planning before submitting the final subregional SCS; and 2) during the scenario planning process, consider using the scenario planning tool offered by SCAG at no cost to ensure consistency of the data information analysis. Ms. Liu further stated that the deadline for the subregions to provide SCAG its intent to take delegation has been extended to February 2014. This item will be brought back to the CEHD Committee for action at its next meeting on November 7, 2013.

Ms. Liu noted that staff is in direct communication with the Executive Directors of the Subregions, as well as their respective staff and coordinators, and will continue to send email correspondence regarding this opportunity.

A brief discussion ensued with Ms. Liu responding to questions.

3. Update on Housing Element Compliance Status from SCAG Jurisdictions
Ma'Ayn Johnson, Senior Regional Planner, Land Use & Environmental Planning, provided another reminder for the jurisdictions to make sure they have adopted their 5th housing elements by October 15, 2013. Ms. Johnson stated that if jurisdictions do not adopt their housing element by February 2014, they will revert to a four-year housing element. Ms. Johnson announced that the first meeting of the RHNA and Housing Element Reform Subcommittee will be held on October 23, 2013 at 2:00 PM at the SCAG offices in Los Angeles. Video-conferencing will be available at SCAG's regional offices.
4. SCAG Local Input Status Update
Jung Seo, Senior Regional Planner, Research and Analysis, provided a status report on the land use information received from local jurisdictions and updates completed to SCAG's database for development of the 2016 RTP/SCS. CEHD members raised the issue of revising the data collection table to clearly indicate the status of input received from the jurisdictions and requested that an additional column be added to the table, which would indicate that all the steps have been completed by the jurisdictions.
5. Sample Package for Local Input on SCAG's Growth Forecast and Land Use Datasets for the 2016-2040 RTP/SCS
Kimberly Clark, Senior Regional Planner in Research and Analysis, stated that staff will be sending out the draft Growth Forecast data to each of the 197 jurisdictions for their review and comment. The datasets will be made available in various media formats, including hard-copy. Hon. Sonny Santa Ines inquired about the time estimate to complete this review. Ms. Clark stated that a survey was completed and the conclusion was that it would take approximately twenty (20) hours to complete the task. Huasha Liu stated that it is not a requirement that the cities/counties submit their comments, but rather an opportunity to verify the data if they so choose.

Hon. Carl Morehouse introduced Chris Williamson, Principal Planner with the City of Oxnard. Mr. Williamson stated that he reviewed the maps in approximately three (3)

hours. Mr. Williamson offered the following suggestions to improve the process: 1) use some form of labeling on the maps, as the color distinctions are hard to differentiate; and 2) use another process rather than applying a uniform land-use designation system. He also noted that he recently attended a Housing Conference at the USC Sol Price School of Public Policy, where the guest speaker was Dowell Myers, Ph.D., and suggested having Dr. Myers make a presentation at a future CEHD meeting.

Gina Gibson, Planning Manager from the City of Rialto, expressed concern that some smaller communities, such as Rialto, do not have the technology to support the GIS based software.

6. Update on SCAG's Geographic Information System (GIS) Services Program

Kimberly Clark stated that SCAG's GIS Services Program was started in 2010 and seeks remote GIS technology, data sharing, data updates, and standardization of data to provide to member jurisdictions. Ms. Clark further stated that the most popular services are the GIS software training and GIS hardware and software roll-out, where software licenses and computers are granted to local jurisdictions. Ms. Clark noted that 85 local jurisdictions are participating and 20 additional jurisdictions will be added to the program over the next several months. Ms. Clark stated that there will be 22 software trainings held at 8 different venues across the region. Also subregional meetings of GIS participants will be held so that jurisdictions can meet with SCAG and also exchange technical knowledge and ideas with other jurisdictions using GIS.

CHAIR'S REPORT

There was no report provided.

STAFF REPORT

There was no report provided.

FUTURE AGENDA ITEMS

Hon. Kathryn McCullough suggested mobile homes as a future agenda topic.

ANNOUNCEMENTS

Hon. Ed Paget announced that the City of Needles is celebrating its 100-year anniversary this coming weekend and invited the members to participate in the festivities.

ADJOURNMENT

The Chair adjourned the meeting at approximately 11:15 AM.

Minutes Approved By:


Frank Wen, Manager
Research & Analysis

Community, Economic & Human Development Committee Attendance Report

2013

		X = County Represented						X = Attended				= No Meeting		NM = New Member		EA = Excused Absence			
Member (including Ex-Officio) LastName, FirstName	Representing	IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Allevato, Sam	OCCOG			X															
Butts, James	SBCCOG		X																
Campbell, Don*	ICTC	X						X	X	X	X		X		X	X	X		
Chen, Carol	Gateway Cities		X						X	X	X		X		X	X	X		
Choi, Steven	City of Irvine (District 14)			X				NM	X	X	X		X		X				
Cooper, Jeffrey	WSCCOG		X													NM	X		
Espinoza, Rose	OCCOG			X						NM	X		X		X	X			
Finlay, Margaret* (Chair)	Duarte (District 35)		X					X	X	X	X		X		X	X	X		
Franklin, Debbie	WRCOG				X				NM	X	X		X		X		X		
Garcia, Chris	GCCOG		X													NM	X		
Garcia, Ron	OCCOG			X					X	X	X		X						
Gazeley, James*	Lomita (District 39)		X					X	X	X	X		X		X		X		
Gonzales, Joseph J.	SGVCOG		X					X	X	X	X		X		X	X			
Hansen, Tom	Gateway Cities									NM	X		X			X	X		
Harrison, Jon	District 6					X				X			X			X	X		
Hofbauer, Steve	Palmdale (District 43)		X					X		X	X		X			X			
Jahn, Bill* (Vice-Chair)	SANBAG (District 11)					X		X	X	X	X		X		X	X	X		
Joe, Bob	Arroyo Verdugo		X																
Lantz, Paula*	Pomona (District 38)		X					X	X	X	X		X		X	X	X		
Martin, Charles	Morongo Indians				X								X		X				
McCallon, Larry*	Highland (District 7)					X			X	X	X		X		X	X			
McCullough, Kathryn*	OCCOG			X				X	X	X	EA		X		X	X	X		
Hackbarth-McIntyre, Julie	SANBAG																		
McSweeney, Susan	Las Virgenes/Malibu COG		X																
Morehouse, Carl*	VCOG (District 47)						X	X	X	X			X		X	X	X		
Murabito, Gene*	SGVCOG		X							X									
Musser, Ray	SANBAG					X							X		X	X	X		
Nielsen, John*	Tustin (District 17)			X											X				
Olhasso, Laura	Arroyo Verdugo		X							X									
Paget, Ed	SANBAG					X							NM		X		X		
Palinkas, John	Pechanga Indians				X														
Paris, Rex	North L.A. County Subregion		X																
Santa Ines, Sonny	GCCOG		X					NM		X	X		X		X	X	X		
Shevlin, Becky	SGVCOG		X					X	X	X	X		X		X	X	X		
Ta, Tri*	District 20			X									NM			X	X		
Wilson, Michael	CVAG	X							X										
Zerunyan, Frank	SBCCOG		X													NM	X		
Regional Council Member*																			

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James Johnson, Long BeachTransportation
Keith Millhouse, Ventura County
Transportation Commission

2014 MEETING SCHEDULE

REGIONAL COUNCIL AND POLICY COMMITTEES

**All Regular Meetings are scheduled on the
1st Thursday of each month (except for the month of September*)**

Executive/Administration Committee (EAC)	9:00 AM – 10:00 AM
Community, Economic and Human Development Committee (CEHD)	10:00 AM – 12:00 PM
Energy and Environment Committee (EEC)	10:00 AM – 12:00 PM
Transportation Committee (TC)	10:00 AM – 12:00 PM
Regional Council (RC)	12:15 PM – 2:00 PM

January 2, 2014

February 6, 2014

March 6, 2014

April 3, 2014

May 1 – 2, 2014**(SCAG 2014 Regional Conference & General Assembly)**

June 5, 2014

DARK IN JULY

August 7, 2014

September 11, 2014***(Note: League of California Cities Annual Conference in Los Angeles, Sept. 3 – 5)**

October 2, 2014

November 6, 2014

December 4, 2014

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DATE: November 7, 2013

TO: Community, Economic, and Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)

FROM: Jung Seo, Senior Regional Planner, 213-236-1861, seo@scag.ca.gov

SUBJECT: 2016 RTP/SCS Local Input Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

SCAG staff will provide the final status report on land use input and Map Book review received from local jurisdictions during Stage 1 of the Local Input Process for the development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS).

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective c: Develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner.

BACKGROUND:

SCAG has worked with local jurisdictions to update its land use database as the first stage of a bottom-up local input process for the 2016 RTP/SCS. Beginning in March 2013, staff communicated with 197 local jurisdictions and coordinated with each subregional organization to request the most recent land use information to ensure accuracy of the land use information which will be carried over into the general plan-based growth forecasts for 2020, 2035, and 2040. This data was integrated into SCAG's land use database and was published along with other geographic data such as existing land use, openspace, farmland, and other resource data into an individual draft Map Book for each city and county in the region. On August 9, 2013, this information was sent to each jurisdiction's planning director and city manager for their review and input was requested to be submitted to SCAG by September 13, 2013. This stage of land use data collection and review (i.e., Stage 1) is also introduced and highlighted in the September 12, 2013 CEHD agenda report, Local Input Communication Letter Initiating the Bottom-Up Local Input Process for the 2016 RTP/SCS.

With collaborative support of local jurisdictions and subregional organizations, SCAG staff received general plan land use input from 160 local jurisdictions and Map Book input from 49 local jurisdictions. SCAG staff will continue to reach out to the remaining local jurisdictions to collect the local input and to confirm SCAG staff's land use updates during Stage 2 of the process. SCAG staff will also provide local planners with GIS training and other GIS services necessary to maintain the local jurisdictions' GIS land use database.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2013-14 Overall Work Program under 045.SCG00694.01 GIS Development and Applications and 045.SCG00694.03 Professional GIS Services Program Support.

ATTACHMENT:

Status for Stage 1 of Local Input Process as of October 28, 2013

LOCAL INPUT STATUS FOR STAGE 1 OF LOCAL INPUT PROCESS

(As of 10/28/13)

COUNTY	SUBREGION	JURISDICTIONS IN SUBREGION	LAND USE INPUT RECEIVED ¹	INPUT RECEIVED ¹ (%)	MAP BOOK INPUT RECEIVED ²	INPUT RECEIVED ² (%)	STAGE 1 LOCAL INPUT PROCESS COMPLETED ³	INPUT COMPLETED ³ (%)
Imperial	ICTC*	8	8	100%	4	50%	4	50%
Los Angeles	Arroyo Verdugo	3	3	100%	0	0%	0	0%
Los Angeles	City of Los Angeles*	3	2	67%	1	33%	1	33%
Los Angeles	GCCOG	26	17	65%	5	19%	5	19%
Los Angeles	Las Virgenes Malibu COG	5	4	80%	3	60%	3	60%
Los Angeles	North Los Angeles County	3	3	100%	0	0%	0	0%
Los Angeles	SBCCOG	15	13	87%	3	20%	3	20%
Los Angeles	SGVCOG	30	20	67%	8	27%	8	27%
Los Angeles	WCCOG	4	4	100%	1	25%	1	25%
Orange	OCCOG*	35	30	86%	7	20%	7	20%
Riverside	CVAG	10	8	80%	2	20%	2	20%
Riverside	WRCOG*	19	16	84%	7	37%	7	37%
San Bernardino	SANBAG*	25	21	84%	2	8%	2	8%
Ventura	VCOG*	11	11	100%	6	55%	6	55%
Totals		197	160	81%	49	25%	49	25%

(Please note that the cities in the San Fernando Valley Council of Governments (SFVCOG) are not included to avoid double counting of city numbers.)

(* Includes county unincorporated area.)

1. Beginning in March 2013, SCAG staff contacted each local jurisdiction in the region and requested general plan land use and zoning information. The initial land use input was integrated into SCAG's land use database and was published along with other geographic data such as existing land use, open space, farmland, and other resource data into an individual Map Book for each city and county in the region.

2. Total number of local jurisdictions that provided review comments and/or corrections on the Map Book (released to local jurisdictions on August 9, 2013).

3. Total number of local jurisdictions that provided the complete inputs during the Stage 1 of Local Input Process. For those jurisdictions who have yet to submit input to SCAG, staff will continue to receive revisions on the Map Book during the next stage of the Local Input Process (November 2013 through May 2014).

LOCAL INPUT STATUS FOR STAGE 1 OF LOCAL INPUT PROCESS

(As of 10/28/13)

COUNTY	SUBREGION	JURISDICTION	LAND USE INPUT RECEIVED? ¹	MAP BOOK INPUT RECEIVED? ²	STAGE 1 LOCAL INPUT PROCESS COMPLETED? ³
Imperial	ICTC	Brawley	Yes	Yes	Yes
Imperial	ICTC	Calexico	Yes	Yes	Yes
Imperial	ICTC	Calipatria	Yes	No	No
Imperial	ICTC	El Centro	Yes	Yes	Yes
Imperial	ICTC	Holtville	Yes	No	No
Imperial	ICTC	Imperial	Yes	No	No
Imperial	ICTC	Westmorland	Yes	Yes	Yes
Imperial	ICTC	Unincorporated	Yes	No	No
Los Angeles	Arroyo Verdugo	Burbank	Yes	No	No
Los Angeles	Arroyo Verdugo	Glendale	Yes	No	No
Los Angeles	Arroyo Verdugo	La Canada Flintridge	Yes	No	No
Los Angeles	City of Los Angeles	Los Angeles	Yes	Yes	Yes
Los Angeles	City of Los Angeles	San Fernando	No	No	No
Los Angeles	GCCOG	Artesia	No	No	No
Los Angeles	GCCOG	Avalon	Yes	No	No
Los Angeles	GCCOG	Bell	No	No	No
Los Angeles	GCCOG	Bell Gardens	Yes	No	No
Los Angeles	GCCOG	Bellflower	Yes	Yes	Yes
Los Angeles	GCCOG	Cerritos	Yes	Yes	Yes
Los Angeles	GCCOG	Commerce	Yes	Yes	Yes
Los Angeles	GCCOG	Compton	Yes	No	No
Los Angeles	GCCOG	Cudahy	Yes	Yes	Yes
Los Angeles	GCCOG	Downey	Yes	No	No
Los Angeles	GCCOG	Hawaiian Gardens	Yes	No	No
Los Angeles	GCCOG	Huntington Park	No	No	No
Los Angeles	GCCOG	La Habra Heights	No	No	No
Los Angeles	GCCOG	La Mirada	No	No	No
Los Angeles	GCCOG	Lakewood	Yes	No	No
Los Angeles	GCCOG	Long Beach	Yes	No	No
Los Angeles	GCCOG	Lynwood	No	No	No
Los Angeles	GCCOG	Maywood	Yes	No	No
Los Angeles	GCCOG	Norwalk	Yes	Yes	Yes
Los Angeles	GCCOG	Paramount	Yes	No	No
Los Angeles	GCCOG	Pico Rivera	Yes	No	No
Los Angeles	GCCOG	Santa Fe Springs	Yes	No	No
Los Angeles	GCCOG	Signal Hill	No	No	No
Los Angeles	GCCOG	South Gate	No	No	No
Los Angeles	GCCOG	Vernon	No	No	No
Los Angeles	GCCOG	Whittier	Yes	No	No
Los Angeles	Las Virgenes Malibu COG	Agoura Hills	Yes	Yes	Yes
Los Angeles	Las Virgenes Malibu COG	Calabasas	Yes	No	No
Los Angeles	Las Virgenes Malibu COG	Hidden Hills	No	No	No
Los Angeles	Las Virgenes Malibu COG	Malibu	Yes	Yes	Yes
Los Angeles	Las Virgenes Malibu COG	Westlake Village	Yes	Yes	Yes
Los Angeles	North Los Angeles County	Lancaster	Yes	No	No
Los Angeles	North Los Angeles County	Palmdale	Yes	No	No
Los Angeles	North Los Angeles County	Santa Clarita	Yes	No	No
Los Angeles	SBCCOG	Carson	Yes	Yes	Yes
Los Angeles	SBCCOG	El Segundo	Yes	No	No
Los Angeles	SBCCOG	Gardena	Yes	No	No
Los Angeles	SBCCOG	Hawthorne	No	No	No
Los Angeles	SBCCOG	Hermosa Beach	Yes	Yes	Yes
Los Angeles	SBCCOG	Inglewood	Yes	No	No
Los Angeles	SBCCOG	Lawndale	No	No	No
Los Angeles	SBCCOG	Lomita	Yes	No	No
Los Angeles	SBCCOG	Manhattan Beach	Yes	No	No

LOCAL INPUT STATUS FOR STAGE 1 OF LOCAL INPUT PROCESS

(As of 10/28/13)

COUNTY	SUBREGION	JURISDICTION	LAND USE INPUT RECEIVED? ¹	MAP BOOK INPUT RECEIVED? ²	STAGE 1 LOCAL INPUT PROCESS COMPLETED? ³
Los Angeles	SBCCOG	Palos Verdes Estates	Yes	No	No
Los Angeles	SBCCOG	Rancho Palos Verdes	Yes	No	No
Los Angeles	SBCCOG	Redondo Beach	Yes	No	No
Los Angeles	SBCCOG	Rolling Hills	Yes	Yes	Yes
Los Angeles	SBCCOG	Rolling Hills Estates	Yes	No	No
Los Angeles	SBCCOG	Torrance	Yes	No	No
Los Angeles	SGVCOG	Alhambra	Yes	Yes	Yes
Los Angeles	SGVCOG	Arcadia	Yes	Yes	Yes
Los Angeles	SGVCOG	Azusa	Yes	No	No
Los Angeles	SGVCOG	Baldwin Park	Yes	No	No
Los Angeles	SGVCOG	Bradbury	Yes	No	No
Los Angeles	SGVCOG	Claremont	Yes	No	No
Los Angeles	SGVCOG	Covina	Yes	No	No
Los Angeles	SGVCOG	Diamond Bar	No	No	No
Los Angeles	SGVCOG	Duarte	Yes	No	No
Los Angeles	SGVCOG	El Monte	Yes	No	No
Los Angeles	SGVCOG	Glendora	Yes	Yes	Yes
Los Angeles	SGVCOG	Industry	Yes	Yes	Yes
Los Angeles	SGVCOG	Irwindale	No	No	No
Los Angeles	SGVCOG	La Puente	No	No	No
Los Angeles	SGVCOG	La Verne	No	No	No
Los Angeles	SGVCOG	Monrovia	No	No	No
Los Angeles	SGVCOG	Montebello	Yes	Yes	Yes
Los Angeles	SGVCOG	Monterey Park	Yes	No	No
Los Angeles	SGVCOG	Pasadena	Yes	No	No
Los Angeles	SGVCOG	Pomona	Yes	Yes	Yes
Los Angeles	SGVCOG	Rosemead	Yes	No	No
Los Angeles	SGVCOG	San Dimas	Yes	No	No
Los Angeles	SGVCOG	San Gabriel	Yes	Yes	Yes
Los Angeles	SGVCOG	San Marino	No	No	No
Los Angeles	SGVCOG	Sierra Madre	No	No	No
Los Angeles	SGVCOG	South El Monte	Yes	Yes	Yes
Los Angeles	SGVCOG	South Pasadena	Yes	No	No
Los Angeles	SGVCOG	Temple City	No	No	No
Los Angeles	SGVCOG	Walnut	No	No	No
Los Angeles	SGVCOG	West Covina	No	No	No
Los Angeles	WCCOG	Beverly Hills	Yes	No	No
Los Angeles	WCCOG	Culver City	Yes	No	No
Los Angeles	WCCOG	Santa Monica	Yes	Yes†	Yes†
Los Angeles	WCCOG	West Hollywood	Yes	No	No
Los Angeles	County of Los Angeles	Unincorporated	Yes	No	No
Orange	OCCOG	Aliso Viejo	Yes	No	No
Orange	OCCOG	Anaheim	Yes	Yes	Yes
Orange	OCCOG	Brea	Yes	No	No
Orange	OCCOG	Buena Park	Yes	No	No
Orange	OCCOG	Costa Mesa	Yes	No	No
Orange	OCCOG	Cypress	No	No	No
Orange	OCCOG	Dana Point	Yes	Yes	Yes
Orange	OCCOG	Fountain Valley	No	No	No
Orange	OCCOG	Fullerton	Yes	No	No
Orange	OCCOG	Garden Grove	Yes	No	No
Orange	OCCOG	Huntington Beach	Yes	Yes	Yes
Orange	OCCOG	Irvine	Yes	No	No
Orange	OCCOG	La Habra	Yes	No	No
Orange	OCCOG	La Palma	Yes	No	No
Orange	OCCOG	Laguna Beach	Yes	No	No

LOCAL INPUT STATUS FOR STAGE 1 OF LOCAL INPUT PROCESS

(As of 10/28/13)

COUNTY	SUBREGION	JURISDICTION	LAND USE INPUT RECEIVED? ¹	MAP BOOK INPUT RECEIVED? ²	STAGE 1 LOCAL INPUT PROCESS COMPLETED? ³
Orange	OCCOG	Laguna Hills	Yes	No	No
Orange	OCCOG	Laguna Niguel	Yes	Yes	Yes
Orange	OCCOG	Laguna Woods	Yes	No	No
Orange	OCCOG	Lake Forest	Yes	Yes†	Yes†
Orange	OCCOG	Los Alamitos	Yes	No	No
Orange	OCCOG	Mission Viejo	Yes	No	No
Orange	OCCOG	Newport Beach	Yes	No	No
Orange	OCCOG	Orange	Yes	No	No
Orange	OCCOG	Placentia	No	No	No
Orange	OCCOG	Rancho Santa Margarita	Yes	Yes	Yes
Orange	OCCOG	San Clemente	Yes	No	No
Orange	OCCOG	San Juan Capistrano	Yes	No	No
Orange	OCCOG	Santa Ana	Yes	No	No
Orange	OCCOG	Seal Beach	Yes	No	No
Orange	OCCOG	Stanton	Yes	No	No
Orange	OCCOG	Tustin	Yes	Yes	Yes
Orange	OCCOG	Villa Park	Yes	No	No
Orange	OCCOG	Westminster	No	No	No
Orange	OCCOG	Yorba Linda	No	No	No
Orange	OCCOG	Unincorporated	Yes†	No	No
Riverside	CVAG	Blythe	No	No	No
Riverside	CVAG	Cathedral City	Yes	No	No
Riverside	CVAG	Coachella	Yes	Yes	Yes
Riverside	CVAG	Desert Hot Springs	No	No	No
Riverside	CVAG	Indian Wells	Yes	No	No
Riverside	CVAG	Indio	Yes	No	No
Riverside	CVAG	La Quinta	Yes	No	No
Riverside	CVAG	Palm Desert	Yes	No	No
Riverside	CVAG	Palm Springs	Yes	No	No
Riverside	CVAG	Rancho Mirage	Yes	Yes	Yes
Riverside	WRCOG	Banning	Yes	No	No
Riverside	WRCOG	Beaumont	No	No	No
Riverside	WRCOG	Calimesa	Yes	Yes	Yes
Riverside	WRCOG	Canyon Lake	No	No	No
Riverside	WRCOG	Corona	Yes	Yes	Yes
Riverside	WRCOG	Eastvale	Yes	Yes	Yes
Riverside	WRCOG	Hemet	Yes	No	No
Riverside	WRCOG	Jurupa Valley	Yes	Yes	Yes
Riverside	WRCOG	Lake Elsinore	Yes	No	No
Riverside	WRCOG	Menifee	Yes	No	No
Riverside	WRCOG	Moreno Valley	Yes	No	No
Riverside	WRCOG	Murrieta	Yes	No	No
Riverside	WRCOG	Norco	No	No	No
Riverside	WRCOG	Perris	Yes	Yes	Yes
Riverside	WRCOG	Riverside	Yes	No	No
Riverside	WRCOG	San Jacinto	Yes	No	No
Riverside	WRCOG	Temecula	Yes	Yes	Yes
Riverside	WRCOG	Wildomar	Yes	Yes†	Yes†
Riverside	County of Riverside	Unincorporated	Yes	No	No
San Bernardino	SANBAG	Adelanto	Yes	No	No
San Bernardino	SANBAG	Apple Valley	Yes	No	No
San Bernardino	SANBAG	Barstow	Yes	No	No
San Bernardino	SANBAG	Big Bear Lake	Yes	No	No
San Bernardino	SANBAG	Chino	Yes	No	No
San Bernardino	SANBAG	Chino Hills	Yes	No	No
San Bernardino	SANBAG	Colton	No	No	No

LOCAL INPUT STATUS FOR STAGE 1 OF LOCAL INPUT PROCESS

(As of 10/28/13)

COUNTY	SUBREGION	JURISDICTION	LAND USE INPUT RECEIVED? ¹	MAP BOOK INPUT RECEIVED? ²	STAGE 1 LOCAL INPUT PROCESS COMPLETED? ³
San Bernardino	SANBAG	Fontana	Yes	No	No
San Bernardino	SANBAG	Grand Terrace	Yes	No	No
San Bernardino	SANBAG	Hesperia	Yes	No	No
San Bernardino	SANBAG	Highland	Yes	No	No
San Bernardino	SANBAG	Loma Linda	Yes	No	No
San Bernardino	SANBAG	Montclair	Yes	No	No
San Bernardino	SANBAG	Needles	Yes	No	No
San Bernardino	SANBAG	Ontario	Yes	Yes	Yes
San Bernardino	SANBAG	Rancho Cucamonga	Yes	No	No
San Bernardino	SANBAG	Redlands	No	No	No
San Bernardino	SANBAG	Rialto	Yes	Yes	Yes
San Bernardino	SANBAG	San Bernardino	Yes	No	No
San Bernardino	SANBAG	Twentynine Palms	Yes	No	No
San Bernardino	SANBAG	Upland	No	No	No
San Bernardino	SANBAG	Victorville	Yes	No	No
San Bernardino	SANBAG	Yucaipa	Yes	No	No
San Bernardino	SANBAG	Yucca Valley	No	No	No
San Bernardino	SANBAG	Unincorporated	Yes	No	No
Ventura	VCOG	Camarillo	Yes	Yes	Yes
Ventura	VCOG	Fillmore	Yes	No	No
Ventura	VCOG	Moorpark	Yes	Yes	Yes
Ventura	VCOG	Ojai	Yes	Yes	Yes
Ventura	VCOG	Oxnard	Yes	Yes	Yes
Ventura	VCOG	Port Hueneme	Yes	Yes	Yes
Ventura	VCOG	San Buenaventura	Yes	No	No
Ventura	VCOG	Santa Paula	Yes	No	No
Ventura	VCOG	Simi Valley	Yes	No	No
Ventura	VCOG	Thousand Oaks	Yes	Yes	Yes
Ventura	VCOG	Unincorporated	Yes	No	No

(† SCAG staff has requested that jurisdiction provide additional information for clarification in order to complete local input process.)

1. Beginning in March 2013, SCAG staff contacted each local jurisdiction in the region and requested general plan land use and zoning information. The initial land use input was integrated into SCAG's land use database and was published along with other geographic data such as existing land use, open space, farmland, and other resource data into an individual Map Book for each city and county in the region.

2. 'Yes' indicates that local jurisdictions provided comments and/or corrections on the Map Book (released to local jurisdictions on August 9, 2013).

3. 'Yes' indicates that local jurisdictions provided the complete inputs during the Stage 1 of Local Input Process. For those jurisdictions who have yet to submit input to SCAG, staff will continue to receive revisions on the Map Book during the next stage of the Local Input Process (November 2013 through May 2014).

DATE: November 7, 2013

TO: Community, Economic and Human Development (CEHD) Committee

FROM: Ma' Ayn Johnson, Senior Regional Planner, 213-236-1975, johnson@scag.ca.gov

SUBJECT: Notice of Funding Availability for the Housing-Related Parks Program from the California Department of Housing and Community Development

EXECUTIVE DIRECTOR'S APPROVAL: _____



RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

On October 2, 2013, the California Department of Housing and Community Development (HCD) released a notice of funding availability (NOFA) for the Housing-Related Parks Program. This program is designed to reward local governments that approve housing for lower-income households and are in compliance with State housing element law with grant funds to create or rehabilitate parks. A total of \$25 million is available for the 2013 funding round. Grant applications are due to HCD by January 22, 2014.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

The purpose of HCD's Housing-Related Parks Program is to increase the overall supply of housing affordable to lower income households by providing financial incentives to cities and counties with documented housing starts for newly constructed units affordable to very low or low-income households. The 2013 NOFA (see attached) appropriates \$25 million to provide grant funds to create or rehabilitate parks.

Grant amounts are based on the numbers of bedrooms in newly constructed rental and ownership units restricted for very low and low-income households for which building permits have been issued during the period from January 1, 2010 to June 30, 2013. Additionally, bonus grant funds will be awarded for the following:

- Newly Constructed Units
- Units affordable to extremely low-income households
- Units developed as infill projects.
- Jurisdictions demonstrating progress in increasing their overall supply of housing.
- Park projects which will serve disadvantaged communities.
- Park projects located within park deficient communities.

- Park projects supporting an infill project or located within a jurisdiction included in an adopted regional blueprint plan.

Applications for the Housing-Related Parks Program 2013 NOFA must be submitted to HCD by January 22, 2014.

The Housing-Related Parks Program guidelines, application forms, and related program information is posted on the HCD website at: <http://www.hcd.ca.gov/hpd/hrpp/>.

FISCAL IMPACT:

None

ATTACHMENT:

Notice of Funding Availability, dated October 2, 2013

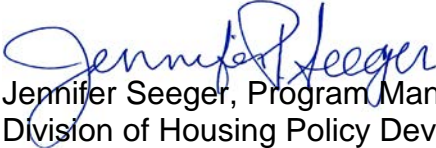
**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT**

2020 W. El Camino, Ste 500
P. O. Box 952053
Sacramento, CA 95833
(916) 263-7411 / FAX (916) 263-7453
www.hcd.ca.gov



October 2, 2013

TO: Housing-Related Park Program Stakeholders
and Interested Parties

FROM: 
Jennifer Seeger, Program Manager
Division of Housing Policy Development

**SUBJECT: HOUSING-RELATED PARKS PROGRAM
NOTICE OF FUNDING AVAILABILITY
2013 FUNDING ROUND**

The Department of Housing and Community Development (Department) is pleased to announce the release of a Notice of Funding Availability (NOFA) for the 2013 funding round of the Housing-Related Parks (HRP) Program. The HRP Program is an innovative program designed to reward local governments that approve housing for lower-income households and are in compliance with State housing element law with grant funds to create or rehabilitate parks. A total of \$25 million is available for the 2013 funding round.

The 2013 NOFA will award Program funds to eligible jurisdictions on a per-bedroom basis for each residential unit affordable to very low- and low-income households permitted during the Designated Program Year (DPY) as defined below. In addition, units substantially rehabilitated, converted from market rate to affordable, and preserved with certificates of occupancy issued during the DPY are also eligible to receive funding provided they meet the requirements of paragraph (2) of subdivision (c) of Section 65583.1 of the Government Code. Base and bonus fund award amounts per bedroom are set forth in the Program Guidelines, Sections 105 and 106. Please see the [Program Guidelines](#) for detailed information.

The Designated Program Year for the 2013 funding round NOFA **includes all eligible units affordable to lower-income households approved during the designated time period of January 1, 2010 to June 30, 2013 (DPY 2013)**. Applicants that submitted an application for any prior funding round may apply for additional funding for DPY 2013 if there were additional eligible units that would have qualified but which were not included in the previous funding round applications. Applicants, however, are not eligible to receive funding for the same units in more than one round of funding.

HRPP NOFA - 2013 FUNDING ROUND

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Please note, the deadline for meeting Program threshold requirements as set forth in Section 102 of the Program Guidelines has been extended as detailed below. Please note, if applying for funds based on eligible units for multiple calendar years, required Annual Progress Reports must be submitted to the Department by no later than the application due date as established in this NOFA.

Documentation of eligible units	Housing Element Compliance	Annual Progress Report
** Building permit/occupancy documentation must fall within the following date range detailed below	** Housing element which has been adopted by the jurisdiction's governing body and <u>determined to be in substantial compliance with State housing element law</u> pursuant to Government Code Section 65585	** Annual Progress Report submitted by application due date (January 22, 2014) for the corresponding CY(s) detailed below
CY 2010	4 th Planning period compliance as of NOFA date (October 2, 2013) ¹	CY 2009
CY 2011		CY 2010
CY 2012		CY 2011
1/1/2013-6/30/2013		CY 2012

¹ For Jurisdictions within SANDAG, housing element compliance as of the date of NOFA issuance (October 2, 2013) will be for the 5th Planning period.

To verify housing element compliance and Annual Progress Report submittal status please refer to the Department's website at:

- Housing Element Compliance and Annual Progress Report Submittal Status:
<http://www.hcd.ca.gov/hpd/hrpp/>

Applications must be submitted using the application materials provided on the Department's website at: <http://www.hcd.ca.gov/hpd/hrpp/>.

**** Final Application Filing Date ****
January 22, 2013 (Wednesday) by 5:00 p.m.

All applicants must submit one original hard copy application with all required attachments and one electronic copy of the application forms (in Excel format). Applications transmitted by e-mail or by facsimile will not be accepted.

The HRP Program's guidelines, application forms, workshop/webinar details, and related program information will be posted on the Department's website at:
<http://www.hcd.ca.gov/hpd/hrpp/>.

If you are interested in receiving updated HRP Program information, including notice of the application release, please register for the Program's listserv on the Department's webpage at http://www.hcd.ca.gov/fa/DFA_Subscriber.html.

HRPP NOFA - 2013 FUNDING ROUND

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If you have any questions, please contact your HRP Program Representative (see below). The Department looks forward to working with you on this program.

Region	Representative	Contact Information
Southern California	Lindy Suggs	916.263.7433 lindy.suggs@hcd.ca.gov
Bay Area	Janet Myles	916.263.7423 janet.myles@hcd.ca.gov
Central Coast/Eastern Sierra	Lagrimas Dalisay	916.263.1781 lagrimas.dalisay@hcd.ca.gov
Sacramento/Central Valley	James Johnson	916.263.7426 james.johnson@hcd.ca.gov
Northern California	Fidel Herrera	916.263.7441 fidel.herrera@hcd.ca.gov

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DATE: November 7, 2013

TO: Community, Economic, and Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)

FROM: Ma'Ayn Johnson; Senior Regional Planner, Land Use & Environmental Planning;
(213) 236-1975; johnson@scag.ca.gov

SUBJECT: Update on Housing Element Compliance Status from SCAG Jurisdictions

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File Only - No Action Required.

EXECUTIVE SUMMARY:

SCAG completed its 5th RHNA cycle with the adoption of the Final Regional Housing Needs Assessment (RHNA) Allocation Plan by the Regional Council on October 4, 2012 and approval of the Final RHNA by California Department of Housing and Community Development (HCD) on November 26, 2012. Local jurisdictions were required to adopt the updated Housing Elements for the 5th planning cycle by October 15, 2013. Per request from the CEHD Committee members at the September 12, 2013 CEHD meeting, SCAG staff has been providing updates on the status of 5th housing element compliance in the SCAG region.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

To comply with state housing law, jurisdictions within California must update their housing element every eight (8) years. In addition to providing a site and zoning analysis to accommodate the projected housing need as determined by the RHNA Allocation Plan, jurisdictions are required to assess their existing housing needs. Housing elements for the 5th planning cycle (October 2013 to October 2021) must be adopted by jurisdictions within the SCAG region by October 15, 2013. Typically, jurisdictions adopt their respective final housing elements after receiving comments from HCD on their submitted draft housing element.

According to HCD, as of October 21, 2013, 33% of the 197 local jurisdictions in the SCAG region have not yet submitted a draft Housing element for the 5th planning cycle for HCD's review. Jurisdictions that do not adopt its housing element within 120 days of the deadline must revert to a four-year housing element.

The most up-to-date list of Housing elements under review by HCD is available at: <http://www.hcd.ca.gov/hpd/hrc/plan/he/review.pdf>. It should be noted that the list also includes local jurisdictions that are outside of the SCAG region. Some jurisdictions on the list have not adopted their Housing Elements for the 4th planning cycle.

FISCAL IMPACT:

Activities related to this item are included in the SCAG budget under 080.SCG00153.06.

ATTACHMENT:

None

DATE: November 7, 2013

TO: Community, Economic and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)

FROM: Kimberly Clark, Senior Regional Planner, 213-236-1833, clark@scag.ca.gov

SUBJECT: Funding Availability – Urban Waters Small Grants

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File Only – No Action Required.

EXECUTIVE SUMMARY:

The U.S. Environmental Protection Agency (EPA) released a request for proposals (RFP) for the Urban Waters Small Grants program, designed to protect and restore urban waters by improving water quality through activities that support community revitalization and other local priorities. \$1.6 million is available in funding, with grants ranging from \$40,000 to \$60,000. Applications are due to EPA on November 25, 2013.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

The U.S. EPA initiated an Urban Waters Small Grants program to fund water improvement projects that take place in one of eighteen Eligible Geographic Areas (EGAs) throughout the United States; one of which is the Los Angeles River Watershed. Forty-seven jurisdictions in the SCAG region have a portion of their boundary within this Watershed. A listing of these jurisdictions along with a map of the Watershed is attached to this report.

Proposals submitted the program should meet all of the following program objectives:

- (1) Address local urban water quality issues – Many urban waters are impaired by pathogens, excess nutrients, contaminated sediments that result from sanitary sewer and combined sewer overflows, polluted runoff from urban landscapes, and contamination from abandoned facilities. The EPA is seeking to support projects that promote a comprehensive understanding of these local urban water quality issues, and identify and support activities that address these issues at the local level;
- (2) Engage, educate and empower – Proposed projects should include outreach to communities/residents about urban water quality issues and engage them in activities to access, improve, and benefit from their local urban waters and the surrounding land;

- (3) Support community priorities – Proposed projects should support broader community priorities beyond water quality and environmental benefits. Linking water quality to other community priorities, such as public health, community revitalization and economic development, provides sustained engagement by local residents and encourages broader support for local urban waters efforts; and
- (4) Involve underserved communities – The EPA is seeking to fund projects that involve underserved communities. For purposes of this announcement, the term “underserved communities” refers to communities with environmental justice concerns and/or susceptible populations. Communities with environmental justice concerns include minority, low-income, tribal, and indigenous populations or communities that potentially experience disproportionate environmental harms and risks as a result of greater exposure and/or vulnerability to environmental hazards. Susceptible populations include groups that are at a high risk of suffering the adverse effects of environmental hazards such as, but not limited to, pregnant women, the elderly, and young children.

Additional information on this funding opportunity is available at <http://www2.epa.gov/urbanwaters/urban-waters-small-grants-request-proposals-rfp-epa-ow-io-13-01>

FISCAL IMPACT:

None

ATTACHMENT:

Los Angeles River Watershed Information

ATTACHMENT
Los Angeles River Watershed Information

Number	Jurisdictions that fall within the Los Angeles River Watershed
1	Alhambra
2	Arcadia
3	Bell
4	Bell Gardens
5	Bradbury
6	Burbank
7	Calabasas
8	Carson
9	Commerce
10	Compton
11	Cudahy
12	Downey
13	Duarte
14	El Monte
15	Glendale
16	Hidden Hills
17	Huntington Park
18	Inglewood
19	Irwindale
20	La Canada Flintridge
21	Lakewood
22	Long Beach
23	Los Angeles
24	Lynwood
25	Maywood
26	Monrovia
27	Montebello
28	Monterey Park
29	Paramount
30	Pasadena
31	Pico Rivera
32	Rosemead
33	San Fernando
34	San Gabriel
35	San Marino
36	Santa Clarita
37	Sierra Madre
38	Signal Hill
39	Simi Valley
40	South El Monte
41	South Gate
42	South Pasadena
43	Temple City
44	Vernon
45	Whittier
46	Los Angeles County
47	Ventura County



DATE: November 7, 2013

TO: Executive/Administration Committee (EAC)
Regional Council (RC)
Community, Economic, and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Hasan Ikhrata, Executive Director, 213-236-1944; Ikhrata@scag.ca.gov

SUBJECT: SCAG's Compliance with SB 751 (Yee): Meetings – Publication of Action Taken

RECOMMENDED ACTION:

Review and Comment.

EXECUTIVE SUMMARY:

I reported at the last meeting the enactment of SB 751 (Yee), legislation that takes effect January 1, 2014 requiring public agencies such as SCAG to revise procedures for reporting actions taken at public meetings. Below is an update on the status of implementing the new, mandated reporting of actions taken, which we will begin on January 2, 2014.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

BACKGROUND:

Beginning with the January 2, 2014 EAC, Policy Committee and Regional Council meetings, SCAG will be required to report in the minutes for each action item on the agenda who voted 'aye/noe/abstained.' Currently, SCAG practice is to report the noes and abstentions for each action item and list at the beginning of the meeting who is present. A roll call vote for each action item would dramatically increase the length of the meetings, especially for the meetings of the Regional Council.

Staff previously tested electronic voting and the test resulted in less than 100% accuracy. Staff is investigating more reliable cost effective electronic voting mechanisms but they will not be in place by January 2, 2014. Therefore, staff is proposing for the short term (until electronic voting can be implemented), a manual mechanism for recording votes. It will require members to notify designated SCAG staff by the exit that they are leaving the meeting room if the meeting is still in progress. In this way, through use of the cameras (in the case of the Regional Council), and declaration of a member leaving the room, the minutes will accurately reflect who is present in the room and the respective vote (i.e., aye/noe/abstained) of each member for each of the action items.

Staff considered other alternatives: roll call votes, voting by aisle, etc. and determined that the above method would be accurate and the least time consuming in order to maximize member participation and policy discussion. Staff estimates that electronic voting should be available and in place by the spring of 2014.

REPORT

Staff proposes that the above methodology for recording of votes shall apply to meetings of the Regional Council, the Executive/Administration Committee, the three Policy Committees and any other SCAG committees that are subject to the Brown Act beginning January 2, 2014, in order to be compliant with SB 751.

FISCAL IMPACT:

The fiscal impact related to implementation of SB 751 is nominal at this time.

ATTACHMENT:

SB 751 (Yee): Meetings – Publication of Action Taken

Senate Bill No. 751

CHAPTER 257

An act to amend Section 54953 of the Government Code, relating to local government.

[Approved by Governor September 6, 2013. Filed with
Secretary of State September 6, 2013.]

LEGISLATIVE COUNSEL'S DIGEST

SB 751, Yee. Meetings: publication of action taken.

The Ralph M. Brown Act requires all meetings of the legislative body of a local agency, as defined, to be open and public and prohibits the legislative body from taking action by secret ballot, whether preliminary or final.

This bill would additionally require the legislative body of a local agency to publicly report any action taken and the vote or abstention on that action of each member present for the action, thereby imposing a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

The people of the State of California do enact as follows:

SECTION 1. Section 54953 of the Government Code is amended to read:

54953. (a) All meetings of the legislative body of a local agency shall be open and public, and all persons shall be permitted to attend any meeting of the legislative body of a local agency, except as otherwise provided in this chapter.

(b) (1) Notwithstanding any other provision of law, the legislative body of a local agency may use teleconferencing for the benefit of the public and the legislative body of a local agency in connection with any meeting or proceeding authorized by law. The teleconferenced meeting or proceeding shall comply with all requirements of this chapter and all otherwise applicable provisions of law relating to a specific type of meeting or proceeding.

(2) Teleconferencing, as authorized by this section, may be used for all purposes in connection with any meeting within the subject matter jurisdiction of the legislative body. All votes taken during a teleconferenced meeting shall be by rollcall.

(3) If the legislative body of a local agency elects to use teleconferencing, it shall post agendas at all teleconference locations and conduct teleconference meetings in a manner that protects the statutory and constitutional rights of the parties or the public appearing before the legislative body of a local agency. Each teleconference location shall be identified in the notice and agenda of the meeting or proceeding, and each teleconference location shall be accessible to the public. During the teleconference, at least a quorum of the members of the legislative body shall participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as provided in subdivision (d). The agenda shall provide an opportunity for members of the public to address the legislative body directly pursuant to Section 54954.3 at each teleconference location.

(4) For the purposes of this section, “teleconference” means a meeting of a legislative body, the members of which are in different locations, connected by electronic means, through either audio or video, or both. Nothing in this section shall prohibit a local agency from providing the public with additional teleconference locations.

(c) (1) No legislative body shall take action by secret ballot, whether preliminary or final.

(2) The legislative body of a local agency shall publicly report any action taken and the vote or abstention on that action of each member present for the action.

(d) (1) Notwithstanding the provisions relating to a quorum in paragraph (3) of subdivision (b), when a health authority conducts a teleconference meeting, members who are outside the jurisdiction of the authority may be counted toward the establishment of a quorum when participating in the teleconference if at least 50 percent of the number of members that would establish a quorum are present within the boundaries of the territory over which the authority exercises jurisdiction, and the health authority provides a teleconference number, and associated access codes, if any, that allows any person to call in to participate in the meeting and that number and access codes are identified in the notice and agenda of the meeting.

(2) Nothing in this subdivision shall be construed as discouraging health authority members from regularly meeting at a common physical site within the jurisdiction of the authority or from using teleconference locations within or near the jurisdiction of the authority. A teleconference meeting for which a quorum is established pursuant to this subdivision shall be subject to all other requirements of this section.

(3) For purposes of this subdivision, a health authority means any entity created pursuant to Sections 14018.7, 14087.31, 14087.35, 14087.36, 14087.38, and 14087.9605 of the Welfare and Institutions Code, any joint powers authority created pursuant to Article 1 (commencing with Section 6500) of Chapter 5 of Division 7 for the purpose of contracting pursuant to Section 14087.3 of the Welfare and Institutions Code, and any advisory committee to a county sponsored health plan licensed pursuant to Chapter

2.2 (commencing with Section 1340) of Division 2 of the Health and Safety Code if the advisory committee has 12 or more members.

(4) This subdivision shall remain in effect only until January 1, 2018.

SEC. 2. No reimbursement is required by this act under Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district under this act are the costs of complying with Chapter 9 (commencing with Section 54950) of Part 1 of Division 3 of Title 5 of the Government Code. Subdivision (c) of Section 36 of Article XIII of the California Constitution provides that costs of this type are not reimbursable.

CORRECTIONS:

Date—Page 1.

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DATE: November 7, 2013

TO: Regional Council (RC)
Community, Economic, and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)
Transportation Committee (RC)

FROM: Hasan Ikhata, Executive Director, (213) 236-1944, ikhata@scag.ca.gov

SUBJECT: AB 32 Scoping Plan First Update - Discussion Draft for Public Review and Comment

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File – No Action Required

EXECUTIVE SUMMARY:

On October 1, 2013, the California Air Resources Board (ARB) released the public discussion draft of the required update to the AB 32 Scoping Plan (Update). The draft Update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the initial Scoping Plan. It also evaluates how to align the State's "longer-term" GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. A public workshop was hosted by ARB on October 15, 2013. Future steps include a revised draft to be presented to the ARB at its December meeting and consideration of approval of the Update in Spring of 2014.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal #3 (Optimize Organizations Efficiency and Cultivate an Engaged Workforce), Objective c (Define the roles and responsibilities at all levels of the organization).

BACKGROUND:

AB 32 requires the Scoping Plan to be updated every five (5) years. The original Plan, first released in 2008, was developed on the principle that a balanced mix of strategies is the best way to cut emissions and grow California's economy in a clean and sustainable direction. The draft Update continues with the same approach and focuses on three (3) questions:

- How have we done over the past five years?
- What is needed to continue the prescribed course of action to 2020?
- What steps must California now take to meet the state's climate goals beyond 2020?

Specifically, the Update defines ARB's climate change priorities for the next five (5) years and sets the groundwork to reach post-2020 goals set forth in Executive Orders S-3-05 and B-16-2012. In addition to the statutory 2020 emissions target, Executive Order S-3-05 (06/01/2005) and Executive Order B-16-2012 (03/23/2012) establish long-term climate goals for California to reduce greenhouse gas (GHG) emissions to 80 percent below 1990 levels by 2050 (Executive Order B-16-2012 is specific to the transportation sector).

California's strategy to meet the goals of AB 32 is based on the continued implementation of adopted actions including Advanced Clean Cars; the 33% Renewables Portfolio Standard; statewide energy-efficiency initiatives; Cap-and-Trade; the Low Carbon Fuel Standard; and other programs. They are designed to achieve significant reductions of greenhouse gases in every sector of California's economy through improved energy efficiency and will provide consumers with cleaner fuel choices.

An important highlight of the draft Scoping Plan Update is the recommendation of a midterm 2030 AB 32 target be adopted to guide ongoing and future policy decisions and provide a clear market signal for continued investment in low-carbon technologies. A 2030 target was not in the original Scoping Plan or in the Executive Orders. The draft Update indicates that the State needs to help regions implement their Sustainable Communities Strategies (SCSs) and achieve the 2035 target emission reductions. It also says continued improvement in land use and transportation planning is necessary to meet the 2050 goal, but it does not change the regional SB375 targets or sets targets past 2035.

The draft Update recognizes the work Metropolitan Planning Organizations have done with the Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS), and includes a recommendation for the transportation and land use sectors to "support regional planning, local leadership, and implementation of adopted SCSs to help ensure that the expected GHG reductions are achieved."

Further, the Update indicates that technology will be a major strategy to reduce emissions from the transportation sector. The draft Update indicates that changing California's current transportation sector to one dominated by zero-emission vehicles, powered by electricity and hydrogen, is essential to meeting federal air quality standards and long-term climate goals, and seeks to dramatically improve vehicle energy efficiency, widespread electrification of on-road vehicles, and development of low carbon liquid fuels.

A public workshop regarding the Update was held on October 15, 2013. Future steps include a revised draft to be presented to the ARB at its December meeting and consideration of its approval in spring of 2014.

The discussion draft Scoping Plan may be accessed on-line at:
http://www.arb.ca.gov/cc/scopingplan/2013_update/discussion_draft.pdf

FISCAL IMPACT:

Activities related to AB 32 are included in the SCAG budget under 020.SCG00161.04 and 065.SCG02663.02.

ATTACHMENT:

AB 32 Update Discussion Draft – Executive Summary

**Climate Change Scoping Plan
First Update**

Discussion Draft for Public Review and Comment

October 2013

Pursuant to AB 32
The California Global Warming Solutions Act of 2006

Prepared by: California Air
Resources Board for the State
of California

Edmund G. Brown, Jr.
Governor

Matt Rodriquez
Secretary, California Environmental Protection Agency

Mary D. Nichols
Chairman, Air Resources Board

Richard W. Corey
Executive Officer, Air Resources Board

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Appendices

Appendix A: AB 32 Text

Appendix B: CEQA Environmental Assessment (under development and will be in final report)

Appendix C: Status of Scoping Plan Measures (under development and will be in final report)

Appendix D: Focus Group White Papers (under development and will be in final report)

Appendix E: AB 32 Environmental Justice Advisory Committee Initial Recommendations to Inform Development of the 2013 Update to the AB 32 Scoping Plan, August 6, 2013

EXECUTIVE SUMMARY

This document is the draft Update to the initial Scoping Plan, which was built on the principle that a balanced mix of strategies is the best way to cut emissions and grow the economy in a clean and sustainable direction. This Update, required by AB 32, the California Global Warming Solutions Act of 2006, continues with that approach and focuses on three key questions: How have we done over the past five years? What is needed to continue the prescribed course of action to 2020? And what steps must we take in the coming years to continue cutting emissions and growing the economy to meet our long-term climate goals?

California's plan for reducing emissions is comprised of strategies to encourage efficiency in the use of energy and resources, decarbonize our energy and fuel supply, and reduce our demand for greenhouse gas (GHG) emissions-intensive goods. This Update builds upon the initial Scoping Plan with new strategies and expanded measures. The Update identifies opportunities to leverage existing and new funds to drive GHG emission reductions through strategic planning and targeted program investments.

This Update was developed by ARB in collaboration with the Climate Action Team and reflects the input and expertise of a range of state and local government agencies. The Update also reflects public input and recommendations from business, environmental, environmental justice, and community-based organizations. This draft initially will be presented to the Air Resources Board at its October 2013 public meeting.

Progress to Date: A Transformation Under Way

California is on track to meet the goals of AB 32, which envisioned a more efficient California with a vibrant clean economy and attractive investment opportunities. To this end, the State has implemented a comprehensive suite of strategies across sectors that are moving California toward a clean energy future.

Cleaner and More Efficient Energy

California has made tremendous strides in harnessing its abundant renewable energy resources. Currently, about 23 percent of the State's electricity comes from renewable resources. This will increase to at least 33 percent by 2020 under new requirements set in place by Governor Brown in 2011. Renewable energy is rapidly coming down in cost and is already cost-effective in California for millions of homes and businesses, and in certain utility applications. Once thought of as exotic and alternative, renewable energy technologies have now become an integral part of California's energy mix.

California also continues to be a global leader in energy efficiency. Since energy efficiency efforts began 40 years ago, Californians have saved \$74 billion in reduced electricity costs. New green building standards now in effect for homes and businesses, and new standards for appliances, are also continuing to drive ever-greater efficiency

Executive Summary

gains. For example, over the next 10 years more efficient televisions and other “plug loads” will save enough energy to power more than one million homes.

Cleaner Transportation

California has taken a number of innovative actions to cut emissions from the transportation sector.

California’s Low Carbon Fuel Standard (LCFS) is beginning to drive the production of a broad array of cleaner fuels. Since its launch in 2011, the regulation has generated a multitude of unique approaches for cleaner fuels. The LCFS has helped to displace 2 billion gallons of gasoline and diesel; the equivalent of taking half a million vehicles off the road. Companies in California and elsewhere are rising to the challenge by finding innovative ways to produce cleaner, low carbon fuels.

The cars on California’s roads are also undergoing a transformation. California’s first GHG vehicle standards, adopted in 2004, are delivering both carbon dioxide (CO₂) reductions and savings at the pump. Now the federal GHG emissions standard, California’s policies paved the way to deliver these benefits nationwide. The transition to a fleet of lower-emitting, more-efficient vehicles in California will continue beyond 2020 as the result of a package of advanced clean car regulations adopted by ARB in 2012, covering model years 2017–2025. These regulations will ultimately drive down GHG emissions by about half, compared to today’s average vehicle.

California’s pioneering zero emission vehicle (ZEV) regulation is also driving a transformation of the fleet. As a result of ARB’s 2012 ZEV program and Governor Brown’s Executive Order B-16-12, California will see 1.5 million zero emission vehicles on the state’s roads by 2025. Each day, more and more zero emission vehicles and cleaner, more efficient cars are driving on our streets and highways—visible signs of the transformation of California’s transportation sector.

California is also making major strides toward reducing the number of miles vehicles are driven, through more sustainable transportation, land use, and housing planning. The state is leading those efforts with programs and plans that encourage a change in land use patterns and a shift to cleaner modes of transportation, including expanded transit, passenger rail, and high-speed rail service. To date, seven Metropolitan Planning Organizations have adopted Sustainable Community Strategies. In addition to helping drive GHG reductions, these plans will help create more livable communities that offer greater housing and transportation options; improved access to resources and services; safer, more vibrant neighborhoods; and healthier lifestyles where people can live, work, and play without having to get into a car.

Cap-and-Trade Program

Last year, California successfully launched the most comprehensive Cap-and-Trade Program in the world. As the cap is gradually reduced over time, this program will play a key role in ensuring that California remains on track to meet its 2020 reduction target,

and will play an important role in achieving cost-effective reductions beyond 2020. The program is also sending a clear signal to California businesses that investment in clean, low carbon technologies will be rewarded.

In 2014, California will link its Cap-and-Trade Program with Québec's. By demonstrating one way to link cap-and-trade programs and increase opportunities for emission reductions, this linkage will represent another important step in California's efforts to collaborate with other partners to address climate change.

Facing the Future

Despite the progress CA has made, it is clearer than ever that additional action to cut greenhouse gas emissions is needed. Scientific evidence indicates that global emissions must be reduced 80 percent below 1990 levels by 2050 to achieve climate stabilization. Reaching this goal will require California to accelerate the pace of emission reductions that we achieve over the coming decades.

A midterm target should be adopted that will drive continued progress toward meeting the 2050 goal. A target that reflects the scientifically-based level of emission reductions the state needs to achieve by 2030 will help guide ongoing and future policy decisions and provide a clear market signal for continued investment in low-carbon technologies.

The actions we have already taken provide a solid foundation to build from. However, reaching our longer-term targets will require continued commitment to changing how we generate, transmit, and consume electricity; how we transport people and goods throughout our state; how we plan, design, and build our communities; the way we use water, energy, and other resources in our homes, businesses, and industries; and how we manage and protect our natural and working lands.

As we continue this transformation, we must work to ensure our efforts simultaneously support a healthy economy, improve air quality, and protect and improve public health—especially for our most vulnerable communities. And we must do so in the face of a growing population, while simultaneously adapting to the climate change impacts we are already facing. This will require careful coordination among policymakers at all levels of government.

Meeting these challenges will not be easy, but failing to continue on the current path to reduce emissions will have grave consequences. Increasingly dangerous heat waves, more frequent and prolonged drought, diminished snowpack, continued sea level rise, extreme wildfires—and the devastating economic impacts associated with these changes—are some of the realities California will continue to face from unchecked climate change.

While California is working aggressively to reduce its GHG emissions, we recognize that climate change is a global problem with global impacts. The reality is that California alone cannot effectively avert the impacts of global climate change. California will need

to continue to be a global leader in addressing climate change, helping drive critically needed actions in other states, provinces, and nations around the world.

Meeting the Challenge Ahead

This Update charts the path that California must continue to take in a number of key sectors to steadily drive down GHG emissions as we approach 2020 and begin to look further into the future.

The sectors highlighted in this Update comprise the majority of California's economy. Each sector provides unique opportunities to achieve emission reductions while achieving long-term economic and environmental sustainability. Important interconnections among the sectors exist and can be seized upon to produce synergistic approaches to cutting emissions.

Energy

California's energy sector is responsible for about 40 percent of the GHG inventory. California has already identified numerous opportunities to reduce emissions in this sector, through efficiency, decarbonization, and conservation. The Update details a strategy to continue efficiency improvements through new small appliance standards; increased use of renewable electricity generation; increased distributed efficient generation sources, including expanded combined heat and power (CHP) generation; and a commitment to zero net energy homes and commercial buildings.

Looking beyond 2020, California will need to continue to transform the energy sector with wholesale changes to its current electricity and natural gas systems. Developing a near zero emission strategy for the energy sector will require efficient next-generation technology; vast new low carbon generation resources; a robust transmission and distribution infrastructure; and carbon capture, utilization, and sequestration for the remaining fossil generation.

Transportation, Land Use, Fuels, and Infrastructure

The transportation sector is the largest source of GHG emissions in California. It is also the primary source of smog-forming and toxic air pollution. Changing California's transportation sector to one dominated by zero emission vehicles, powered by electricity and hydrogen, is essential to meeting federal air quality standards and long-term climate goals. Achieving the 2050 target will require dramatically improving vehicle energy efficiency, widespread electrification of on-road vehicles, development of low carbon liquid fuels, and smarter, more integrated land use planning and development.

Agriculture

The agriculture sector is a key economic driver for California. The state provides food to support local, national, and global populations. There are a range of opportunities to achieve emission reductions in the sector in ways that will enhance the long-term sustainability of the state's valuable agricultural resources. To provide a foundation for

Executive Summary

taking action to cut emissions in the agriculture sector, it will be necessary to develop a comprehensive plan that identifies potential reduction goals, emission reduction and sequestration opportunities, and needs for additional research and incentives.

Water

As the lifeblood of our state, water serves a range of critical purposes in California. To ensure this precious resource is managed as effectively as possible, the state needs to employ a range of creative approaches that will cut GHG emissions, maximize efficiency and conservation, and enhance water quality and supply reliability, while also addressing growing climate adaptation needs.

A greater focus on integrated policy design in the water sector is needed as California implements strategies that will support our state's longer-term climate goals. State policy and regulatory frameworks must be developed that allow for and incentivize effective regional integrated planning and implementation. Pricing policies will also need to be utilized to maximize efficiency and conservation efforts in the water sector.

Waste

California's goal of reaching 75 percent recycling and composting by 2020 provides an opportunity to achieve substantial GHG reductions across the waste sector, while providing other significant economic and environmental co-benefits. Much of what is traditionally considered "waste" can be a resource for other uses. California must take advantage of waste materials to generate energy to power our homes and cars, and to improve our working lands.

The primary source of GHG emissions from the waste sector is the direct emission of methane from the decomposition of organic material in landfills. The waste sector plan will provide a new organics management approach for California that will divert this material to minimize emissions at landfills and provide feedstock for critically needed alternatives to agricultural amendments and for low carbon fuel manufacturing.

Achieving the 75 percent goal will require substantial growth in the collection, recycling, and manufacturing industries within California. This Update sets forth a series of actions to support this industrial growth, including the State's procurement of recycled-content products, and calls on California to manage its waste at home. Developing this industry here helps ensure that the GHG emission reductions, environmental co-benefits, and job growth all benefit California.

Natural and Working Lands

Three-quarters of California's landmass is comprised of natural and working lands, such as forests, rangelands, and wetlands. These lands provide a multitude of economic and environmental benefits. They will also play an increasingly important role in California's efforts to prepare for and adapt to the impacts of climate change.

Executive Summary

California needs a comprehensive strategy to protect, manage, and conserve these lands in ways that maximize opportunities to achieve GHG reductions and carbon sequestration. A “Forest Carbon Plan” should be developed to describe the actions necessary to ensure that California’s forests are managed to optimize emission reduction and sequestration opportunities.

Short-lived Climate Pollutants

Over the past several decades, California’s actions to improve air quality and protect public health have resulted in significant reductions in short-lived climate pollutants (SLCP) like black carbon, methane, and hydrofluorocarbons. Though these pollutants remain in the atmosphere for relatively short lifetimes compared to carbon dioxide, they have an outsized contribution to warming relative to their concentrations and are key ingredients in the formation harmful air contaminants. In addition to furthering goals to protect public health, actions to cut SLCPs can deliver immediate benefits to California’s climate.

California needs to build on its progress of reducing SLCPs by taking a comprehensive approach to further cutting these emissions, particularly where efforts will result in air quality and public health co-benefits. In addition to pursuing existing strategies already under way, ARB will develop a short-lived climate pollutant strategy by 2016 that will include an inventory of sources and emissions, the identification of research gaps, and a plan for developing necessary control measures.

Courage, Creativity, and Boldness

Climate change has presented us with unprecedented challenges—challenges that cannot be met with traditional ways of thinking or conventional solutions. As Governor Brown has recognized, meeting the challenge of climate change will require “courage, creativity, and boldness.” It will require California to continue to lead the world in pioneering bold and creative strategies to create a cleaner, more sustainable economy. It will depend on continuing to partner and collaborate with other state, national, and global leaders as we work toward common goals. And it will require the engagement of California’s citizens in creating and supporting low carbon, high-quality lifestyles.

We are on the right path. Our actions are driving down GHG emissions; spurring innovation across a range of clean and advanced technology sectors; improving the air Californians breathe; and creating more livable communities. By continuing down this path, California will do its part to meet the challenge of global climate change, and in the process, continue to build the clean, sustainable future all Californians deserve.

DATE: November 7, 2013

TO: Executive/Administration Committee (EAC)
Regional Council (RC)
Community, Economic and Human Development Committee (CEHD)
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Huasha Liu, Director of Land Use and Environmental Planning, (213) 236-1838

SUBJECT: Panel Discussion Regarding Climate Change

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

At the request of the Regional Council members, SCAG invited a panel of speakers to present and discuss a wide range of views on global climate change and associated policy responses. This discussion is prompted by the recent release of the United Nations International Panel on Climate Change (IPCC) Fifth Assessment Report, which was released on September 26, 2013 in Stockholm, Sweden. The Joint Regional Council and Policy Committees' meeting will begin at 10:30 AM.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goals

BACKGROUND:

On September 26, 2013 the IPCC released its Fifth Assessment Report on climate change concluding that the warming of the earth's climate is unequivocal and that human influence on warming is clear. At the same time, the State of California has clearly established policies related to climate change including AB 32 passed in 2006 and SB 375 passed in 2008 which creates direct requirements and responsibilities for SCAG to incorporate climate change considerations in transportation planning. The California Air Resources Board has recently released a draft AB 32 Scoping Plan Update which delineates the State's greenhouse gas emission reduction program by emitting sectors.

These recent actions have prompted interest and discussion on broad scientific and policy issues related to climate change. At the request of Regional Council members, SCAG has sought and invited speakers to present a broad range of viewpoints on the subject matter. The joint meeting of the Regional Council and Policy Committees will feature a panel discussion, followed by a brief question and answer period by the following speakers:

- **Dr. Louise Bedsworth, Governor's Office of Planning and Research:** Louise Bedsworth is the Deputy Director of the Governor's Office of Planning and Research (OPR). Prior to joining OPR in 2011, she was a Research Fellow at the Public Policy Institute of California where she focused on climate action at the local level; adaptation to

climate change; and transportation and air quality. She has also held positions at the Union of Concerned Scientists, Redefining Progress, and the International Institute for Applied Systems Analysis. Dr. Bedsworth served on the Advisory Council for the Bay Area Air Quality Management District from 2003 through 2011. She holds a BS in Earth, Atmospheric and Planetary Sciences from MIT; an MS in Environmental Engineering; and a PhD in Energy and Resources from UC Berkeley.

- **Warren Duffy, Founder, Duffy and Company:** A radio broadcaster and author. He has written a book *The Green Tsunami: A Tidal Wave of Eco-Babble Drowning Us All* and several articles on the subject of climate change, seeking to educate the public that the current environmental policies and programs can create negative economic impacts for California. Mr. Duffy and his wife formed two foundations focused on California-specific climate change policy issues - CFACTSoCal and Friends for Saving California Jobs. Mr. Duffy travels and speaks extensively on the topic.
- **Dr. Robert Lempert of the Rand Corporation:** A senior scientist at the RAND Corporation and Director of the Frederick S. Pardee Center for Longer Range Global Policy and the Future Human Condition. His research focuses on risk management and decision-making under conditions of deep uncertainty, with an emphasis on climate change, energy, and the environment. His research group assists agencies including the U.S. Bureau of Reclamation, the California Department of Water Resources, the Metropolitan Water District of Southern California, the Coastal Protection and Restoration Authority of Louisiana, and the World Bank incorporate climate change in their resource management plans. Dr. Lempert is a Fellow of the American Physical Society, a member of the Council on Foreign Relations, a lead author for Working Group II of the United Nation's Intergovernmental Panel on Climate Change (IPCC) Fifth Assessment Report, and a member of numerous study panels for the U.S. National Academies, including the Transportation Research Board's *Climate Change and U.S. Transportation*, and the National Research Council studies *America's Climate Choices* and *Informing Decisions in a Changing Climate*. Dr. Lempert was the Inaugural EADS Distinguished Visitor in Energy and Environment at the American Academy in Berlin. A Professor of Policy Analysis in the Pardee RAND Graduate School, Dr. Lempert is an author of the book *Shaping the Next One Hundred Years: New Methods for Quantitative, Longer-Term Policy Analysis*.

FISCAL IMPACT:

The costs to facilitate this panel discussion are included in the FY 13-14 OWP Budget.

ATTACHMENT:

[Presentations from guest speakers to be distributed under separate cover.]